new cars

HELLCAT REDEYE
DEMON POSSESSED
797 HP!

Best Rides Under $25K
BUDGET-FRIENDLY WITHOUT COMPROMISES

ALSO
NISSAN KICKS
BMW Z4
JAG PROJECT 8

TEN: PUBLISHING
SEPTEMBER 2018 MOTORTREND.COM

Summer DRIVE
SALES EVENT
ESCORT
#1 Rated Radar Detector
Protect Yourself This Summer
With the Most Advanced
Driver Alert Systems on the Market
ESCORT iX
ESCORT MAX 360

Contents

EST. 1949 VOL. 70, NO. 9

September 2018

COVER STORY

NEW CARS

CADILLAC | CHEVROLET

new cars 2019-2020

GET YOUR SEARCH ON!

Michael Cantu, Zach Gale, Stefan Ogbac, and Collin Woodard

TESTS & DRIVES

EVERY MAKE, EVERY MODEL Sedan or coupe, hot hatch or minivan, we review every passenger car on the market for the 2019 model year.

86

88

84

MOTOR TREND **(ISSN 0027-2094) September 2018, Vol. 70, No. 9.** Published monthly by TEN: Publishing Media, LLC, 1212 Avenue of the Americas, 18th Floor, New York, NY 10036.

Periodicals Postage Paid at New York, NY, and at additional mailing offices. **SUBSCRIPTIONS:** U.S. and U.S. Possessions $18 for 12 issues. Canada $30 per year and international orders $42 per year (including surface mail postage). Payment in advance, U.S. funds only. **POSTMASTER:** Send all UAA to CFS. (See DMM 707.4.12.5); NON-POSTAL AND MILITARY FACILITIES: send address corrections to: ***MOTOR TREND***, P.O. Box 420235, Palm Coast, FL 32142-0235.

Contents

MOTORTREND.COM IS NOW LIVE! FOR MORE THAN 1,000 HOURS OF ORIGINAL AUTOMOTIVE programming, live motorsports, and an extensive historical archive, head to www.motortrend.com.

DEPARTMENTS

A VERY SPECIAL JAGUAR The British automaker's Special Vehicle Operations team has taken the XE sedan up a notch (page 12).

TEN: PUBLISHING

@Lohdown

Edward Loh

Genesis of a dream team

Luxury is not invented here, yet

It all started back in 2006 when Kia Motors announced that Peter Schreyer would become its new Chief Design Officer. At the time, this move seemed equally audacious and puzzling: smart hire by Kia boss Eui-sun Chung, the son of Mong-koo Chung, the billionaire chairman and CEO of Hyundai Motor Group (HMG), but perhaps foolish for Schreyer. After all, what could the smaller automaker offer besides handsome compensation, frequent flyer miles, and a top-down corporate culture? Schreyer, a legit rock star in the design world (with the back-in-black wardrobe to match), already had an impressive résumé that listed icons such as the VW Golf, New Beetle, and Audi TT. He was on the short list to replace VW Group's design chief, Walter de Silva. Surely, Schreyer had nothing to prove.

His fast start suggested otherwise. At the 2007 Frankfurt Motor Show, Schreyer introduced the Kia "tiger nose" design cue and began unifying all styling in this aggressive new direction. Meanwhile, seemingly unrelated moves were afoot at HMG; at the 2007 New York auto show, the Hyundai Genesis luxury sedan made its debut. In 2011, Hyundai Motor Europe started durability testing at the Nürburgring, and in 2012, HMG quietly established the high-performance development N division, ostensibly named for HMG's Namyang, Korea, R&D center.

After a string of successful designs, Kia named Schreyer president in December 2012, making him the first non-Korean president (of seven) at HMG. A few months later, he added head of design for all of HMG to his title and list of duties. That same year, HMG expanded its European testing capabilities by establishing a permanent R&D facility at the Nürburgring. Then things really began to accelerate.

In another startling coup in April 2015, HMG poached Albert Biermann, a 30-year veteran of BMW and boss of its legendary M division. His new job? Leading high-performance vehicle development and testing for all of HMG, including Genesis—which was subsequently announced as a stand-alone luxury brand that November.

ROCK STARS
SangYup Lee (ex-Bentley), Peter Schreyer (ex-Audi), and Alexander Selipanov (ex-Bugatti) are just part of the Genesis dream team.

Any doubts about HMG's commitment to its new premium marque were quelled by the hiring of Bentley head of design Luc Donckerwolke and Lamborghini director of brand and design Manfred Fitzgerald. When Bentley's head of exterior and advanced design, SangYup Lee, and Bugatti Chiron exterior designer Alexander Selipanov joined the Genesis team in 2016 and 2017, respectively, the world officially took notice.

But HMG wasn't done yet, with Biermann apparently calling the shots. In October 2017, Fayez Rahman joined as vice president of Genesis architecture development. Rahman previously led development for several BMW models, including the 7 Series, X crossover models, and M vehicles. Then in February 2018, Thomas Schemera, the former U.S. head of BMW M, joined Hyundai's performance and motorsport division.

GENESIS

Korea did not invent the luxury car—but may just reinvent it.

So what? Raiding talent from the competition is Business 101, right? Yes, but HMG's singular focus on pulling design and engineering experts from top-tier luxury and performance brands to support Genesis is unprecedented in the history of the automotive business.

Acura, Lexus, and Infiniti have long been bastions of "not invented here" syndrome, a corporate mindset that grew out of hubris mixed with the sting of critics that accused their ascendant parent companies of knowing nothing more than how to copy the design and technology of established rivals. So it was no surprise that in the '80s, when Honda, Nissan, and then Toyota began probing the luxury space, their efforts were almost entirely homegrown and lavish.

At the time, Japan Inc. had money to burn, so spending hundreds of millions studying the premium car buyer, researching names and logos, and even establishing custom marketing and advertising agencies (as Lexus did with Team One) made cultural sense for these companies on the rise and swelling with pride. To this day, the guiding principle of the Toyota Way is "*genchi genbutsu*" or "go and see for yourself." Yet despite roaring into the space with such game changers as the Acura Legend, Lexus LS 400, and Infiniti Q45, after 30-plus years, none of the Japanese premium brands has established itself as a global rival to the German establishment.

HMG could have taken the same path as Honda, Nissan, and Toyota. It certainly has the war chest and homegrown talent in the areas of design, manufacturing, and technology. It also has a business culture steeped in pride and competition. But by acknowledging that veteran outsiders might know the premium space better—and building a dream team led by these experts and mentors—Genesis may just reinvent the luxury car. ■

THE CHASE IS ON

For 10 straight years, Yokohama has brought you the wheel-to-wheel racing excitement of the Porsche GT3 Cup Challenge. And the 2018 season is proving to be even more thrilling than ever. Chase the action from both the Porsche GT3 Cup Challenge USA and Ultra 94 Porsche GT3 Cup Challenge Canada by Yokohama at yokohamatire.com/motorsports.

2018 USA AND CANADA PORSCHE GT3 CUP CHALLENGE BY YOKOHAMA — GT3 CUP USA / GT3 CUP CANADA

Date	Series	Venue	Location
MARCH 14 - 17	USA, Canada	SEBRING INTERNATIONAL RACEWAY	SEBRING, FLORIDA
APRIL 20 - 22	USA	BARBER MOTORSPORTS PARK	BIRMINGHAM, ALABAMA
MAY 4 - 6	USA	MID-OHIO SPORTS CAR COURSE	LEXINGTON, OHIO
MAY 18 - MAY 20	Canada	CANADIAN TIRE MOTORSPORT PARK	BOWMANVILLE, ONTARIO
JUNE 8 - 10	Canada	CIRCUIT GILLES VILLENEUVE	MONTREAL, QUEBEC
JUNE 28 - 30	USA	WATKINS GLEN INTERNATIONAL	WATKINS GLEN, NEW YORK
JULY 13 - 15	Canada	STREETS OF TORONTO	TORONTO, ONTARIO
AUGUST 3 - 5	USA	ROAD AMERICA	ELKHART LAKE, WISCONSIN
AUGUST 10 - 12	Canada	GRAND PRIX TROIS-RIVIÈRES	TROIS-RIVIÈRES, QUEBEC
AUGUST 17 - 19	USA	VIRGINIA INTERNATIONAL RACEWAY	ALTON, VIRGINIA
AUGUST 24 - 26	Canada	CANADIAN TIRE MOTORSPORT PARK	BOWMANVILLE, ONTARIO
SEPTEMBER 14 - 16	USA	SONOMA RACEWAY	SONOMA, CALIFORNIA
OCTOBER 10 - 12	USA	ROAD ATLANTA	BRASELTON, GEORGIA

PORSCHE
GT3 CUP CHALLENGE USA BY YOKOHAMA

PORSCHE
ULTRA 94 GT3 CUP CHALLENGE CANADA BY YOKOHAMA

yokohamatire.com

TREND 9.18

FIRST DRIVE

2019 Jaguar XE SV Project 8

The go-fast boffins at Jaguar Special Vehicle Operations decided to apply an old muscle car template and wedge the company's largest engine into its smallest sedan. In the resulting XE Project 8, that meant the 5.0-liter supercharged V-8 from the XJR575, which makes 592 hp and 516 lb-ft of torque. For obvious reasons, all-wheel drive was added to the build sheet.

To get the green light for production, Project 8 needed to break the lap record for four-door sedans on the Nürburgring Nordschleife—set by our 2018 Car of the Year, the 505-hp Alfa Romeo Giulia Quadrifoglio. In a "production-intent" car, Belgian racer and test driver Vincent Radermecker shattered the record at 7:21.23. That's nearly 11 seconds quicker than the Alfa, and it matches the Ferrari 488 GTB, our 2017 Best Driver's Car. Record in hand, the Project 8 was a go.

There's a track in Portugal most people call "Portimão," for the town where it resides. A tricky 15-turn roller-coaster with blind crests, fast sweepers, a tight hairpin, and a 1-kilometer (0.62-mile) straight, Formula 1 teams use it for testing because it provides such a thorough workout. That's where Jaguar hosted us for a day of hot laps.

Unlike turbocharged engines, which tend to have unpredictable pedal-input to engine-output relations, the 592-hp supercharged V-8 in the Project 8 responds in precise increments: 4 inches of pedal travel is four times more power/torque than 1 inch. On the half-mile straight, the eight-speed's upshifts fire in 200 milliseconds with a shove to the back and a satisfying snort from the titanium exhaust each time. On the second lap I dared glance down: 160 mph before my eyes shot back to the downhill braking zone as I landed on the trusty brake pedal. Expecting a carbon-ceramic brick, the brakes were instead supple and easy to modulate, with immense stop-

SPECIAL VEHICLE The Jaguar XE SV Project 8 is more than a stuff-an-engine exercise. Just 20 percent of the donor XE remains: the body-in-white, windshield, front doors, and dash.

YOUR SAY P32
READERS TALK BACK

BUILT TO CONQUER THE 'RING... AND YOUR COMMUTE

IS IT A BEST DRIVER'S CAR? From the driver's seat, the Project 8 is similar to the 2015 Chevrolet Z/28, our 2014 Best Driver's Car. Just get in and cane it.

ping power and not a hint of ABS. About the best pedal feel to effectiveness I've sampled.

Cranking the wheel, it was light, buttery smooth, and the front tires bit and went. Again and again, no matter the corner, it was always the same. Curbs? Meh. Double-apex right-hander? Got it. It felt like its steering benchmark, the Porsche GT3 RS, with some luggage in the frunk. There's no muddy sense of all-wheel drive, no binding, and no push. You'd swear it was rear drive by the way it turns in, settles flat as a morning lake, then erupts like a volcano.

Corner exits are truly a thing of beauty. With power mostly going to the rear wheels, the only time one can sense the front wheels clawing for traction is throttling an exit. Just as the Project 8 begins what should be a lurid slide, it steps out slightly at the back then simply rockets away. In the fast, sweeping corners, it was hard to separate the racing-style suspension and Michelin Pilot Cup 2 tires' prodigious mechanical grip from aero/downforce (almost 270 pounds at 186 mph). The car hangs on with the urgency and calm of a rock climber. The Project 8 is that stable and confident at speed, under maximum braking, into corners, and out. This is race car control and dynamics.

For the 3,250-pound Project 8, the hood, a front splitter, front/rear fascia, and rocker panels are hewn in carbon fiber. The aluminum rear doors are stamped to meet the bulging rear fenders. The wheels are forged aluminum. The adaptive exhaust system is made of titanium. The center differential was retuned to provide more rear bias, and the rear differential is electronic/active. The torque tube and both halfshafts have been enlarged to cope with the added power. The suspension (height-adjustable with motor-sport ball joints), the brakes (carbon ceramic; 15.7 inches in front and 15.6 in the rear), the wheel bearings (silicon nitride ceramic), and the aero package are all unique.

SPECS 2019 Jaguar XE SV Project 8
Base Price $188,495
Vehicle Layout Front-engine AWD, 4-pass, 4-door sedan
Engine 5.0L/592-hp/516-lb-ft supercharged DOHC 32-valve V-8
Transmission 8-speed automatic
Curb Weight 3,250 lb (*MT* est)
Wheelbase 111.6 in
L x W x H 185.6 x 76.9 x 55.9-56.5 in
0-60 MPH 3.1 sec (*MT* est)
EPA City/Hwy/Comb Fuel Econ 15/23/18 mpg (*MT* est)
On Sale September 2018

At $188,495, should you buy one? Yes, and you'd better do so before each of the 300 hand-assembled masterpieces is spoken for. This car is next-level stuff. Break a record at the Nürburgring, drive the same car home in comfort. It's a true everyday four-door supercar. Name us another. We'll wait.

Chris Walton

C'MON! Unfortunately for U.S. buyers, the Project 8 version with a rollcage cannot be sold here.

Intake

NEAR PRODUCTION The Mercedes-Benz EQC prototype is a few interior bits, some software tweaks, and a paint job away (more or less) from the production model we'll soon see.

2020 Mercedes-Benz EQC Prototype

MERCEDES' FIRST The EQC, the first Mercedes designed from the wheels up as an electric vehicle, joins the Tesla-fighting fray. More sleepless nights ahead for Elon Musk?

Mercedes is joining the list of automakers ready to take Tesla's lunch money.

Its EQC electric all-wheel-drive crossover is roughly the size of the compact GLC, with e-motors mounted front and rear and an underfloor battery pack that will be rated between 70 and 75 kW-hr once final durability testing is complete. Engineers are keeping exact details under wraps until the EQC makes its public debut in September, but total system output will be about 400 hp with 516 lb-ft of torque. Range will be between 200 and 240 miles.

Building the EQC with the MRA component set used for Mercedes' regular E-Class, C-Class, and GLC models means a steel body and some packaging compromises compared to purpose-built EVs. However, this also means the ECQ can be built on the same production line as the regular C-Class and GLC.

We hitched a ride with test chief Bastian Schult while the EQC was undergoing hot-weather testing just outside of Almería in Southern Spain. Apart from the camouflage, some ungrained plastic parts, and final software tweaks, it's basically production ready.

After a few miles, two things are clear: The EQC is extremely quiet, and it rides beautifully. Schult says the development engineers made a conscious decision to banish all noise from the powertrain. Road impacts are felt rather than heard. Combined with measured body motions and a remarkable lack of fore and aft pitch, the EQC feels as regal on the road as an S-Class.

The EQC's power and torque outputs are virtually identical to those of the Jaguar I-Pace. When Schult plants his right foot, the Mercedes lunges forward with the same instant urgency. The management of the power and torque flows of the two e-motors is very different, however. In gentle cruising, the EQC uses only the more efficient front e-motor. Demand more power, and the rear e-motor shoulders the load, and the computer can funnel almost 100 percent of the torque to the rear wheels if needed.

Like most BEVs, the EQC offers both high and low regen modes, the former strong enough to slow the car almost to a halt without the need to touch the brake pedal. But drivers can also choose a mode that allows the EQC to sail, with no regen whatsoever slowing forward motion, and a fourth mode that automatically optimizes regen protocols to make the EQC feel like an internal combustion vehicle with an automatic transmission. These two modes endow the EQC with a marvelous flowing gait along freeways and open roads that's unlike that of any other BEV.

With its height-adjustable suspension and 20-inch wading depth, Jaguar's I-Pace is aimed at both Tesla's 75D Model S sedan and Model X SUV. So is the EQC—with one essential difference. Schult says that despite its all-wheel drive and SUV visuals, the low-slung battery pack under the floor means EQC is strictly an on-road vehicle.

Angus MacKenzie

Intake

SAD! The BMW Z4 doesn't look like the concept revealed last year. Most of the edginess has been removed.

2019 BMW Z4 M40i

PROTOTYPE DRIVE

You might've forgotten the BMW Z4, last available in 2016. We did, too. So we agree to keep our phones tucked away in our bags as we pass through the security gate of the former Michelin, now BMW proving ground in Miramas, France. In a field of waist-high golden grass, a fast 15-turn handling course waited for us to evaluate the 2019 Z4 M40i.

I hop into a camouflaged test car. I can see that the unit is close to production ready. Some plastic surfaces still lack graining, but the seats, steering wheel, shifter, a new digital instrument panel, next-gen iDrive controller/touch-screen display, and center console are fully functional. The production Z4 will sport a soft top instead of a hard-panel convertible top that eats space when stowed.

Rated at 382 hp and 369 lb-ft of torque, the B58 3.0-liter twin-scroll single-turbo inline-six makes nearly 50 horsepower more than the same engine in the M240i. Power routes through a BMW-tuned ZF eight-speed automatic before it reaches the standard electronic M Differential. Reportedly weighing just under 3,400 pounds—nearly 100 pounds less than the 2011 Z4 sDrive35is we last tested—the new Z4 should feel lighter on its toes. With 255mm front and 275mm rear Michelin Pilot Super Sports beneath it all, good tidings are afoot.

In Sport mode, it takes one blast down the straight and two corners to realize that the Z4 M40i is a genuine sports car—unlike its predecessor. Its rorty exhaust note sounds better than that of an M240i but not as racy as an M2's. With its chassis stiffness, weight being low and chuckable, the multimode dampers handle rapid changes in direction. Steering is talkative, responsive, and precise, which can't be said for all BMWs with electric-assist power steering. The balance was neutral, but with an aggressive throttle, it leans toward oversteer. And the way the Z4 puts power down on corner exits is clearly due to the excellent tuning of the differential.

The transmission feels responsive, too, though not to the degree of an M5 in its most aggressive setting. The large steel brakes never faded, and the firm pedal familiar to BMW faithful never went soft.

Suffice to say that when properly equipped, the forthcoming 2019 Z4 M40i will be a worthy adversary to the Audi TT RS, Porsche 718 Boxster S, and Mercedes-AMG SLC 43 with a similar mid- to upper-$60K price tag.

The Z4 will be an interesting comparison to the upcoming coupe-only Toyota Supra, which will share many of the same underpinnings. As demonstrated with other recent BMW releases and rereleases, it appears that BMW has gotten its groove back. We couldn't be happier for them—and for us.

Chris Walton

SPECS 2019 BMW Z4 M40i
Base Price $65,000 (est)
Vehicle Layout Front-engine, RWD, 2-pass, 2-door convertible
Engine 3.0L/382-hp/369-lb-ft turbo DOHC 24-valve I-6
Transmission 8-speed automatic
Curb Weight 3,400 lb (mfr)
Wheelbase 97.2 in
L x W x H 170.1 x 73.3 x 51.3 in
0-60 MPH 4.0 sec (*MT* est)
EPA City/Hwy/Comb Fuel Econ 21/31/25 mpg (*MT* est)
On Sale April 2019

TO WATCH Chris Walton's drive, Google "Motor Trend Behind the Wheel Z4."

MT CONFIDENTIAL

Daimler is hedging its bets on BEV platforms. The all-electric EQC crossover that makes its debut in September is built using the MRA toolkit that underpins the E-Class, C-Class, and GLC SUV. That means it's not a bespoke BEV architecture, so it has some compromises in terms of proportions and packaging. The upside is it can be built on the same line as the other MRA vehicles, allowing Daimler to flex production numbers as the BEV market evolves. The same strategy will be employed for the production version of the EQA concept unveiled at the Frankfurt show last year, which will be based on the MFA front-drive components set that underpins the A-Class and B-Class. But that doesn't mean Daimler has yet to fully commit to electric vehicles: Engineers are already working on a unique skateboard platform—known internally as EVA2—for its second-generation BEVs scheduled to arrive in the mid-2020s. **Johan de Nysschen's abrupt departure** from Cadillac in April surprised many. However, rumors of tensions between GM product chief Mark Reuss and the hard-driving South African had been swirling around Detroit for months. At issue were product development decisions de Nysschen believed hampered Cadillac's comeback. For example, a flagship crossover based on the CT6's Omega platform and AWD powertrain was nixed after GM engineering estimates showed it would have been too costly. Those estimates were reportedly later proven incorrect. More recently de Nyssschen had been dismayed to learn no provision had been made to package a more powerful engine in the new XT4, denying Cadillac the opportunity to create a V-Series crossover to compete with performance models from German rivals. **Both Fiat and Chrysler have been consigned to the role of regional bit players** in Sergio Marchionne's latest five-year plan. Marchionne has made it clear FCA's product push will be centered on Jeep, Ram, Maserati, and Alfa Romeo. He says Chrysler and Dodge are North American brands, and talk of major sales for Fiat in North America is "a waste of time." Fiat's focus will instead switch to hybrid and BEV powertrains for the 500 family and Panda in a bid to give the brand a more premium position in Europe. Under the plan Chrysler looks like its becoming a one-model brand, and there won't be a single Fiat built in Italy.

COMING SOON The Challenger R/T Scat Pack 1320 will enter production by year's end for sale in early 2019.

Dodge expands Hellcat litter FIRST LOOK

Challenger SRT Hellcat Redeye and R/T Scat Pack 1320 round out the performance family for 2019

Hellcat has spawned a full litter. FCAs efforts to define Dodge as a sports car brand continue with two more performance cars: the 2019 Challenger SRT Hellcat Redeye and 2019 Challenger R/T Scat Pack 1320 street-legal muscle car. They follow the 2008 Challenger, 2015 Hellcat, and 2018 Demon.

The Redeye "is a Hellcat that s been possessed by a Demon," said Steve Beahm, head of passenger car brands—Dodge, SRT, Chrysler, and Fiat—for FCA North America. It has a Hellcat wide-body and Demon engine with a different calibration.

The 6.2-liter supercharged Hemi V-8 generates 797 hp and 707 lb-ft of torque in the Redeye, making it the most powerful current production V-8 now that the limited run of the Demon is done. FCA says Redeye becomes the quickest muscle car with a claimed 0–60 time of 3.4 seconds and a quarter-mile time of 10.8 seconds at 131 mph with a top speed of 203 mph. The discontinued Demon (840 hp/770 lb-ft on high-octane race fuel) claimed 0–60 mph in 2.3 seconds on a sticky dragstrip surface.

"The Demon was intended for the track even though it was street legal," Beahm said. Conversely, the Redeye is designed to be driven on the road. It s a mainstream vehicle with performance features. It has line lock but not the Demon s drag mode suspension tuning or trans-brake, which mechanically locks the output shaft of the transmission to hold more power for launch in drag mode.

The Hellcat Redeye is not a special edition or limited run. Beahm expects it to be an ongoing 7 to 8 percent of total Hellcat sales. It goes into production in Brampton, Ontario, this fall for delivery by the end of the year.

The Redeye tops the 2019 Challenger lineup, which still includes the SRT Hellcat, now with 717 hp and 656 lb-ft of torque breathing through a new dual-snorkel hood. One snorkel routes cool, filtered air straight into the induction system for an extra 10 hp.

The Hellcat s previous bulging aluminum hood migrates to the Scat Pack for 2019. Dodge is also making the wide-body available on the Scat Pack for the first time.

The 1320 is a Scat Pack wide-body with a 485-hp, 475-lb-ft 6.4-liter Hemi V-8 that Dodge says will cover the quarter mile in 11.7 seconds at 115 mph, the fastest for a naturally aspirated, street-legal muscle car.

"It s a special model, a buzz model," Beahm said, "that someone can drive to work, but if they re working on a Saturday, they can head over to the dragstrip and take it down the track."

The 1320 has enough drag-strip technology for the serious quarter-miler. That includes an SRT-tuned adaptive damping suspension with Drag mode, extreme-duty 41-spline halfshafts, line lock, trans-brake, and cool-down features for hot-lapping. It comes with only a driver s seat. Buyers can add passenger and rear seats, similar to Demon, where they were a $1 option. Specially developed Nexen street-legal drag radial tires are available.

A modern version of the Super Bee logo, the "Angry Bee," resides on the front fenders, instrument panel, headlights, and startup splash screen in the instrument gauge cluster. **Alisa Priddle**

RED-EYED WRATH The Challenger SRT Hellcat Redeye marks the fifth vehicle to receive FCA's Hellcat engine.

REARVIEW

From the *Motor Trend* Archive ...

SEPT 1968
PRICE: $0.50

You got a lot for your 50 cents in September 1968. In addition to checking out 1969's new offerings, we tested out the new high-output Oldsmobile engines, drove an Olds Police Interceptor, and also sent four RVs, four motorcycles, and four staffers to Death Valley to fend for themselves. Everyone made it back in one piece.

SEPT 1988
PRICE: $2.50

Our "Top Speed Supersonic Shootout" was featured in 1988. Inside, we dove into early rumors of Jaguar's effort at holding the top speed record. The XJ220 would eventually do 212 mph—but it didn't hold the record for long, as the 221-mph McLaren F1 was just a year away.

SEPT 2008
PRICE: $4.99

Just like now, September 2008 was our annual new car issue. Inside, we also had our usual battery of reviews, including the Lincoln MKS, Rolls-Royce Phantom Coupe, and the latest 997-series Porsche 911.

Intake

MOTORTREND.COM

LS Swap Mom's Mustang

It's the car guy dream: build your high school ride into a legit race car that can take on all comers at the track. But can a 1966 Mustang really hang with a modern supercar?

Filip Trojanek thinks so. He turned his mom's old Mustang into a real pro-touring car, not a tribute. He was so determined to get the best weight balance, he committed the ultimate Ford guy sin and put a Chevy LS7 V-8 under the hood. But who's really going to complain about over 600 horsepower at the wheels?

It'll have to be good, though, because it isn't going up against any old 580-hp 2017 Porsche 911 Turbo S, but one driven by our favorite pro racer, Randy Pobst. In addition to twin-turbo power, the Porsche also gets an edge from all-wheel drive and a lightning-fast dual-clutch transmission. But hey, it's just a street car, right?

Can a hardcore pro-touring 1966 Mustang possibly take on a brand-new Porsche 911 Turbo S driven by Pobst in a wheel-to-wheel fight at The Streets of Willow Springs? We wanted to find out, so we put the pieces together and created the ultimate race battle between classic American muscle and brilliant modern German engineering. Three heats, winner takes all. May the best corner burner win!

MOTOR TREND

What's on Motor Trend This Month?

Date	Program
July 27	LIVE! FIA Formula 3 Championship, Spa, Belgium
	Auto Mundial, Motorsport Mundial
July 28	LIVE! FIA Formula 3 Championship, Spa, Belgium
	LIVE! Intercontinental GT Challenge: Practice & Qualifying 24 Hours of Spa
	LIVE! Intercontinental GT Challenge, 24 Hours of Spa
July 30	HOT ROD GARAGE, Ep. 66
Aug 1	HEAD 2 HEAD, Ep. 105
Aug 3	LIVE! Virgin Australia Supercars, Sydney
	Auto Mundial, Motorsport Mundial
Aug 4	LIVE! Virgin Australia Supercars, Sydney
Aug 6	ROADKILL, Ep. 74
Aug 8	Mobil 1 The Grid, Program 13
	PUT UP OR SHUT UP, Ep. 8
Aug 9	FIA World Rallycross, Canada
Aug 10	Auto Mundial, Motorsport Mundial
Aug 11	LIVE! DTM Championship, Brands Hatch
	LIVE! Formula Drift, St. Louis, Missouri
	LIVE! Trans Am Series, Mid-Ohio
Aug 13	ROADKILL GARAGE, Ep. 34
Aug 15	ENGINE MASTERS, Ep. 39
Aug 16	British Touring Car Championship, Snetterton
Aug 17	LIVE! European Le Mans Series, Silverstone, England
	LIVE! Michelin Le Mans Cup: Race 2, Silverstone, England
	Auto Mundial, Motorsport Mundial
Aug 18	LIVE! European Le Mans Series, Silverstone, England
	LIVE! FIA Formula 3 Championship, Silverstone, England
	LIVE! Michelin Le Mans Cup: Race 1, Silverstone, England
Aug 19	LIVE! FIA Formula 3 Championship, Silverstone, England
Aug 20	DIRT EVERY DAY, Ep. 80
Aug 22	Mobil 1 The Grid, Program 14
	IGNITION, Ep. 195
Aug 24	Auto Mundial, Motorsport Mundial
Aug 25	LIVE! DTM Championship, Misano
	LIVE! FIA Formula 3 Championship, Misano
	LIVE! Intercontinental GT Challenge: Suzuka 10 Hours
	LIVE! Trans Am Series, Road America
	LIVE! Virgin Australia Supercars, Tailem Bend
Aug 26	LIVE! FIA Formula 3 Championship, Misano
	LIVE! Intercontinental GT Challenge, Suzuka 10 Hours
	LIVE! Virgin Australia Supercars, Tailem Bend
Aug 27	HOT ROD GARAGE, Ep. 67
Aug 29	HEAD 2 HEAD, Ep. 106
Aug 30	British Touring Car Championship, Rockingham

SHOW HIGHLIGHTS

Road trippin' a race truck

JULY 23: Ep 80

When the Dirt-Heads learn the Yellowstone Off Road Racing Association is holding a 200-mile race on a Montana ranch, they decide they need to attend. But first they'll need a race truck. They head to Colorado and find a Toyota 4Runner that they can modify and road trip up to Montana, where they'll attempt to win the stock class. Will the guys come home with the trophy? Or break their road-trip racer somewhere in a Montana pasture?

Wicked wagon shootout!

JULY 4: Ep 104

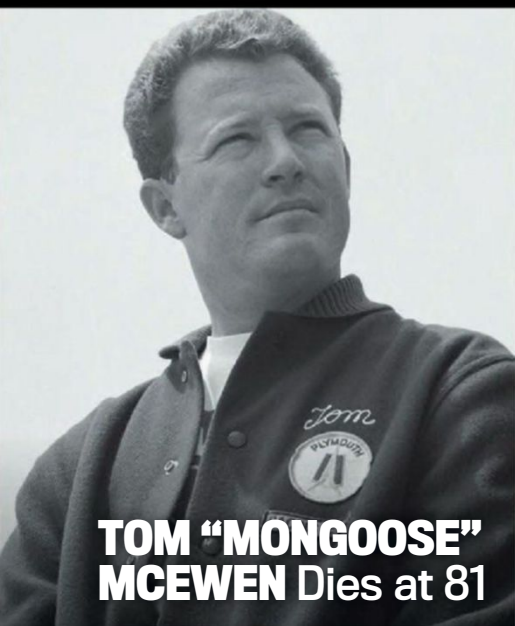
With 603 horsepower and all-wheel drive, the Mercedes E 63 wagon is diabolical. Loud, muscular, and to a certain extent crude, the mighty AMG has a swagger that few other cars, let alone wagons, can match. On the other end of the wagon spectrum, the 550-hp Porsche Panamera Turbo Sport Turismo seems calm, cool, and collected by way of comparison. Which wild wagon wins? Watch and find out!

SCHEDULE KEY:
RACING | ORIGINAL PROGRAMS

MotorTrend.com

NEW ROADKILL EXTRA AND DIRT EVERY DAY EXTRA MONDAYS THROUGH FRIDAYS

*Some content may be restricted by geographical location. The program information provided is subject to change.

GIFT FOR GAB The loquacious Tom McEwen had a gift for promotion and helped move the sport into the modern age of marketing and sponsorships.

TOM "MONGOOSE" MCEWEN Dies at 81

Professional drag racing legend Tom McEwen, known as "the Mongoose," died on June 10 at age 81.

McEwen is best remembered for his rivalry and partnership with Don "the Snake" Prudhomme. The grudge was largely manufactured by McEwen, a consummate marketer, who immortalized the competition through a sponsorship and Hot Wheels play set with toymaker Mattel. The rivalry became the subject of a 2013 movie starring Richard Blake and Jesse Williams.

McEwen is also known for a 35-year racing career in which he earned five national event victories. He is also largely credited with introducing the corporate sponsorship model to professional drag racing.

McEwen's racing career began in Southern California in 1953, more than a decade before his first race against Prudhomme. He competed in multiple classes over the years but is best known for his years in Top Fuel dragsters and Funny Cars. McEwen retired from racing in 1992 but stayed close to the sport. At the time of his death, he was involved in the creation and promotion of the NHRA Legends Tour.

McEwen was inducted into both the Drag Racing Hall of Fame and the Motorsports Hall of Fame of America. He died at home following complications from surgery.

Scott Evans

We Say...

@markrechtin
Mark Rechtin
REFERENCE MARK

The Sedan Is Not Dead Sedans that are poorly executed are dead

We're going on five years of proclamations regarding the demise of the frumpy family four-door sedan—flattened by the sport-utility vehicle.

And although SUVs have indeed become the popular transport of choice, let's not chime the death knell for the three-box car just yet. After all, you are reading the New Car issue of *Motor Trend* (SUVs and trucks come next month), so you must still be interested in those old-school rides.

Sure, there are plenty of signs of sedans losing their sting. Crossovers and SUVs are now outselling sedans handily. A long-in-the-tooth RAV4 supplanted the Camry's 15-year run as Toyota's (and America's) best-selling vehicle that's not a truck. Just behind it came the Rogue crossover, which outsold Nissan's traditional stalwarts Altima and Sentra. And the Honda CR-V beat the Accord and Civic—the long-standing one-two punch becoming a left-right-left to the jaw of the competition.

These sorts of trend lines have Ford running for the passenger car exits, leaving only the Mustang as its remaining traditional car. As for legendary nameplates like Taurus, Fusion, and Fiesta, yep, they're going away.

But was it a wise move for Ford or a merely reactionary one? Consider that Civic, Accord, Camry, Corolla, and Altima each still sell hundreds of thousands of units every year. GM and even little Mazda are standing firm with their sedan development cycles. Eight of the top 20 best-selling vehicles in America remain sedans—the same representation percentage as crossovers and SUVs (the remainder are full-size trucks). And although sedan sales have declined as a percentage of total light vehicle sales, data giant IHS Markit predicts a flattening of the decline—meaning those players that remain in the market can still make hay from sedans.

People trace the trend to FCA boss Sergio Marchionne, who killed the Chrysler 200 and Dodge Dart to free up more capacity for crossovers. But it had less to do with a lack of demand for sedans in general than shoppers discovering the FCA products to be poor imitations of the segment leaders. I would be curious to know how many Chrysler 200 shoppers bought a Jeep Cherokee or instead migrated to a Nissan Altima or Toyota Camry.

Hence the corollary: It's not that sedans are dead. Sedans that are poorly executed are dead.

Still, the numbers don't lie. Are we seeing a genuine psychographic shift or just a temporary anomaly? Family sedans are currently seen as dowdy dad cars, while SUVs give marketers a chance to position buyers as adventurers and survivalists (from the original Nissan Xterra "Fly Away" and "Voodoo Child" ads to the current VW Tiguan "Meteor" spot). But let's be clear: The modern, car-based SUV is merely a butch minivan. It has more to do with calming fears than emboldening drivers. One of the top likes for SUV buyers is the high hip-point, which addresses the ability to see over other vehicles in our traffic-choked cities. But when everyone is up high, then what? Also, high seating addresses our aging society, wherein baby boomers are no longer gracefully sliding into low-slung sedans—flopping sideways onto the E-Z chair of a high-seated Highlander is a much easier task (while still not requiring the capitulation of a minivan).

Although SUV fuel economy has improved, their added weight and lumpier coefficients of drag means SUV efficiency will always trail that of a like-minded sedan. And cheap gas is a transitory thing—it had surpassed $4 a gallon in L.A. well before the traditional Memorial Day spike. If gas prices continue to rise (and they will), expect people to once again embrace Priuses and Accords.

Lastly, there's the idea that SUVs could become too popular, that the love for these Hannibalesque haulers will follow the bell curve of station wagons and minivans. We may see an SUV softening, as buyers flock from no-longer-trendy crossovers to the next big thing. Hatchbacks, perhaps? Meanwhile, the sedan—logical, practical, efficient, nimble—will remain, always ready to welcome us back into the fold. ■

Data courtesy IHS Markit

We Say...

Frank Markus
TECHNOLOGUE

Wood-Be Weight Savior The next big light/strong material grows on trees

Stop the 40-ton presses and cool the autoclaves. There's a new light/strong/cheap material poised to join the vehicle engineering toolbox, and it'd be recognizable to the designers of Conestoga wagons. Forget titanium, carbon fiber, and high-strength steel. The hot new substance on the automotive scene is ... wood?

Yes, wood might no longer be just for dashboards and Morgan body framing. Researchers at the University of Maryland have developed a way to make cheap, renewable, fast-growing, CO_2-consuming wood 10 times stronger and tougher than natural wood, aligning its strength with some steels but at one-sixth the weight and vastly lower cost. (The cost savings over carbon fiber apply, as well.)

It's called "densified wood." Producing it involves boiling the wood in a solution containing sodium hydroxide and sodium sulfate just long enough to remove 12 percent of the cellulose, 73 percent of the hemicellulose, and 46 percent of the lignin. It's then boiled in deionized water to remove these chemicals and then hot-pressed (perpendicular to the growth direction) at 725 psi and 212 degrees F until it's squashed to about 20 percent of its original thickness.

Removing lignin and hemicellulose leaves the wood cell walls porous—so the hot press completely collapses the tubes used to transport water and nutrients throughout the living tree. The remaining cellulose nanofibers remain highly aligned but are much more densely packed. When they're packed that closely, the hydrogen atoms in their hydroxyl groups are close enough to "hold hands," making it way harder to push, pull, or tear them apart.

How much harder? After pressure-cooking, the specific tensile strength (how much force per area you can apply to the wood before it breaks, divided by its density) roughly quadruples. That makes it stronger than steel and aluminum—it's even about one and a half times better than a lightweight titanium alloy ($TiAl_4V$). Compress it along the growth direction, and it's 5.5 times stronger than undensified wood and slightly ahead of mild steel.

Surprisingly, the densified wood also becomes tougher—harder to scratch or fracture via impact. Often, improving a material's strength makes it more brittle. But in this case that hydrogen hand-holding also makes the treated wood 10 times stiffer and harder to break than natural wood, and its scratch-resistance improves 30-fold. Painting makes it immune to the effects of humidity.

> Wood might no longer be just for dashboards. Researchers have developed a way to make wood with strength like steel at one-sixth the weight.

University of Maryland researcher Liangbing Hu says the material can be joined mechanically via rivets or bolts and/or bonded with adhesives. He claims that the surface finish and hardness coming out of the press are sufficient to accept a class-A painted finish, so it could form exterior panels as well as structure. And with no exotic resins it's easier to recycle than most composites.

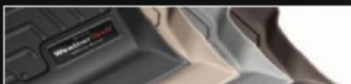
There are some caveats and asterisks, of course. Metals can be cast or stamped to nearly any shape imaginable, but densified wood's strength aligns with the original branches and trunks. So although it can be bent quite a lot, laminated, and formed as tubes and other shapes during the boiling/pressing process, there will be geometric limitations. And although Hu's team forecasts that densified wood will be cheaper than carbon fiber, at this point the cycle time to produce parts is considerably longer, making it suitable only for low-volume applications. A good one: bulletproofing. Laminating several thin sheets of densified wood with their growth directions oriented at 90-degree angles shows promise as a lightweight, thin, cost-effective armor plating capable of resisting at least small arms fire.

If this isn't interesting enough, the Maryland team has other automotive wood tricks: Removing the lignin from wood and infusing it with methyl methacrylate produces transparent wood that's stronger and better insulating than glass. A biodegradable nanocellulose paper could replace plastic on instrument lenses, and a photonic paper is showing promise in advanced battery applications. We suggest UMD and Hu produce an all-wood concept car to showcase these technologies. Perhaps *Automobile* design editor Robert Cumberford could style it as a follow-up to his 1982 wood-bodied Martinique. ■

CASTAWAY CAR Robert Cumberford used wood as a material when he created the Martinique in 1982. The castaways on Gilligan's Island couldn't have done any better.

WeatherTech®
American Manufacturing *Done Right*™

FloorLiner™

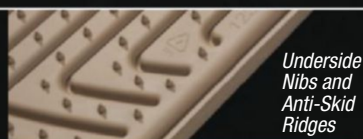
- Provides "absolute interior protection™"
- Laser measured to fit your vehicle perfectly
- Channels carry fluids and debris to a lower reservoir
- Material provides soft touch top, rigid core strength and bottom surface friction

Available in Black, Tan and Grey (Cocoa Available for Select Applications)

Rear Over the Hump FloorLiner™

All-Weather Floor Mats

Available in Black, Tan and Grey (Cocoa Available for Select Applications)

- Will not crack, curl or harden regardless of temperature
- Deep sculpted channels designed to trap water, road salt, mud and sand

Ribbed Design

Underside Nibs and Anti-Skid Ridges

Cargo Liner

Available in Black, Tan and Grey (Cocoa Available for Select Applications)

- Complete trunk and cargo area protection
- Digitally designed for each application
- Remains flexible under temperature extremes

Seat Protector

- Protects against scratches, damage and spills that can potentially ruin the seat surface of your vehicle
- Available in bucket or bench options
- Features a durable water-repellent finish
- Non-slip underside

Available in Black, Tan and Grey

TechLiner®

- Fits to the exact contours of each application
- No messy sprays or drilling needed
- 100% recyclable, odorless material
- Flexible and durable
- Chemical and UV resistant

TechLiner® and Tailgate shown

Raised Lip

No-Drill MudFlaps

- Mounts-In-Minutes™
- Protects your vehicle's most vulnerable areas
- Installs without tire/wheel removal
- No drilling into the vehicle's fragile metal surface

Available for Trucks and SUVs

BumpStep®XL

- 24" Hitch Mounted Bumper Protection
- Protects your bumper from minor accidents
- Fits standard 2" receiver hitch
- Safely stand on the step (up to 300 lbs.) for everyday tasks

Side Window Deflectors

- Sleek, low profile design
- Reduces wind noise and allows interior heat to escape
- Installs inside the window channel

Designed and Engineered in USA - Handcrafted in Germany

AlloyCover™

- Lightweight, low-profile foldable bed cover
- Easy-to-use tri-fold design makes for effortless installation and removal
- Features specialized latching system for extra security

They Say...

Steve Beahm

FCA NORTH AMERICA HEAD OF DODGE, SRT, CHRYSLER, AND FIAT

Steve Beahm took over as head of FCA passenger car brands for North America in February, responsible for selling and marketing once-majestic brands now struggling for relevance in an SUV-happy market. In 32 years with FCA, the Washington native has done fieldwork and supply chain management, and he led Maserati North America. He started racing at 16 in a '69 Road Runner and still follows the sport, so when FCA CEO Sergio Marchionne asked him to take this job, "it was a quick 'yes.'"

FCA's five-year plan centers on volume brands. What is the role of the brands you oversee? Passenger car brands represent 20 percent of NAFTA revenue. Dodge is the biggest brand by volume and revenue. Dodge's role is to be prominent as America's sports car brand.

The Charger and Challenger stay on the same platform; do you just keep updating it? There's a lot to be said for keeping a similar platform, knowing how to make it better. The architecture might be off the same platform, we might make some enhancements, but everything else will be relatively new.

With the Challenger, have Hellcat and Demon been a boost to visibility? It has been. The Challenger started as a 2008, then Hellcat in 2015; Demon came out as a 2018 model. And we've got some other stuff coming down the road. (See page 18.)

Is there room to further expand the Hellcat family? We're always challenging our engineers. We're always challenging our people on the marketing side to come up with what the people want. Our job is to listen to [our customers], and when we can go down some paths they want us to, if it's good for our brand, we'll do it. That's a lot of what's happened with Hellcat, Demon, and then the Redeye. A lot of the Demons are in storage rooms, a few of them are on the track. I want to see some Redeyes out on the road.

Interview

> "We're always challenging our engineers and marketing to come up with what people want. That's one thing Dodge has done well."

What do you think of putting the Hellcat engine into a pickup? The Ram guys think that's a good fit. We're good with that.

There were reports of the Viper coming back. As Mr. Marchionne indicated, the Viper is not in the [next five-year] plan.

The Viper plant no longer exists. It does not. It is being modified for meetings, a conference center, and a way to display some of our cars.

Does SRT remain as a brand? It is important to Dodge. SRT has to be the organization that pushes us on the edge of performance. It's that fine line of putting it on the track and driving it on the street. The engineering team provides that performance level that, in a lot of cases, can't be matched by our competitors.

Durango SRT fits the brand? Absolutely. It has an SRT version, so don't underestimate Durango. The Journey may be a little different.

How do the Journey, Caravan, and Durango fit in Dodge? They have a role through the '19 model year. But being America's performance brand, long term, [some of those vehicles] may not fit.

When does the Grand Caravan go away? We haven't announced the end of production. It's going to be through the 2019 model year, like the Journey, at this point.

Was the Magnum ahead of its time? We had a couple trendsetters: the original Pacifica and the Magnum. We've actually looked at it, but at this stage we're not headed down that path.

Is Chrysler the minivan brand? I view it as people movers. The Pacifica is the anchor, good for us to build upon. We're looking for other opportunities. It's my job to find ways for that brand to grow.

A Pacifica-based crossover was delayed. Is it still in the plan? It's not in the future plans Mr. Marchionne spoke about, so I can't give more details.

Do you stop making the Chrysler 300 but keep Dodge large cars? The 300 goes through the '19 model year. If you step back and say, 'Does it fit people movers?' it does from the sedan standpoint, but not from a utility.

Can Chrysler survive with just a minivan? It's my job to look for opportunities—in a profitable way—to build on the Pacifica. Waymo agreed to buy 62,000 [Pacifica hybrids for their autonomous vehicle fleet]. I want to build on that and add Chrysler products.

Is Fiat's product line streamlined for North America? The product plan is driven from EMEA (Europe, Middle East, Africa). Our job is to identify what models work for the U.S. and NAFTA. We'll take products they build in Europe, homologate them, and they'll be electric with a high percent of them hybrids.

Alisa Priddle

Your Say...

READERS' THOUGHTS ON PAST ISSUES

A dispatch from the California Trail

Putting families in station wagons westward on the California Trail ("Wagon Train," May) was good on several levels. The vehicle comparison was well written, and the story of the trip was a solid history lesson well illustrated with photographs. There was even compelling drama involving a deer accident at night. But, perhaps more important, the authors did a solid job of summarizing the Donner Party story and the lessons learned from it. As a direct descendant of George Donner, I am pleased when the story is interpreted from a new angle. I am doubly pleased as a station wagon aficionado (Saab 9-5, looking for my next wagon). I have traveled that exact route with historians and fellow descendants. Well done, and westward ho!

KARL AHLRICHS, GREAT-GREAT-GRANDSON OF GEORGE DONNER
INDIANAPOLIS, INDIANA

We're honored to have the seal of approval from a Donner descendant, and we're happy to have done your family's story justice.—Ed.

Readers respond to "Rise of the E-Machines"

The July article on electric vehicles ("Rise of the E-Machines") intrigues me in that many auto manufacturers plan on challenging Tesla. Yours and other automotive periodicals are projecting a rapid adoption of electric vehicles as well as autonomous vehicles, which may require 48-volt systems. I'd really like to see an article examining the challenges the supply side faces on meeting the demand for electricity.

No one has examined what impact hundreds of thousands of BEVs will have on the power grid. From the powerplants to the neighborhood distribution lines, it seems that already-stressed power grids will need to plan for and implement some significant upgrades if all of a sudden hundreds of thousands of EVs plug in at once, likely at the end of the workday.

Please assuage my concerns and tell me that someone is planning for a supply system that will meet demand.

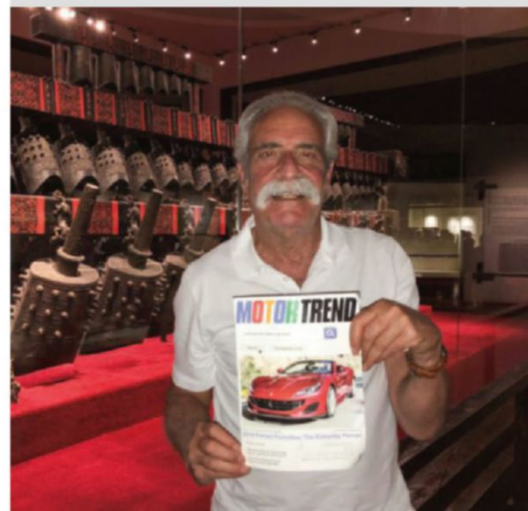
FRANK ORIENTER
ROCHESTER, NEW YORK

To answer, we reached out to MT *friend Alec Brooks, Tesla's former director of vehicle technologies and current director of product management for Electric Motor Werk, which focuses on building EV infrastructure. Here's what he had to say:*

"There has been considerable research over the last decade on the impacts and potential grid benefits of EV charging. There is general agreement that the overall grid generation capacity can handle recharging of a large number of EVs. There could be issues on a local basis with potential overloading of distribution transformers. This can be mitigated by installing larger transformers, or better, to use smart control of vehicle charging rates on an individual transformer basis.

"Unlike most electrical loads, the timing of when vehicles charge can be very flexible. This flexibility can be used to help the grid. One problem in California is that there is often too much renewable generation from solar and wind in the middle of the day; there is not enough electrical load to absorb all of the available generation. This results in the need for the California grid operator, the California Independent System Operator, to curtail (i.e., shut off) renewable generation during the day. Through June 7, about 284 million kW-hrs of renewable generation had to be curtailed in California. This represents

READERS ON LOCATION

Sherrie Price of Gwynedd Valley, Pennsylvania, sends us this photo of her husband, TOM PRICE, when they were visiting the Hubei Provincial Museum in Wuhan, China, in May. "Tom has been a *Motor Trend* subscriber for 30 years and always carries your magazine with him because you never know when you'll have a little down time!" she says. Thanks for taking us along on your journey.

about 850 million miles of driving that could have been provided with true zero-carbon electricity if charging of vehicles could have been timed right. Instead of turning off renewable generation at a specific time, a grid operator could turn on vehicle charging load. This would usually be in the middle of the day when solar generation is peaking, so it would require a lot of controlled work-place charging, which is straightforward to accomplish using networked charging stations or vehicle telematics.

"A final note: EVs often don't need to be charged every day. I drive a Chevy Bolt, and I charge it about every 250 miles, or about every two weeks." Simple, right?—Ed.

I enjoyed Angus MacKenzie's article on the tipping point for electric vehicles. I have to say that even though electric vehicles are not my perfect personal future vision, the future will be to a great extent electric. It's apparent that with many large manufacturers investing enormous amounts of money in the technology, electric cars are here to stay.

While my wish for my future car would be an Aston Martin or a mid-engine Corvette, I see the rationale for an EV that could go 300 miles on a charge and also reduce overall emissions for commuting.

FRED KEY
TRUSSVILLE, ALABAMA

What segments?

I loved your $40,000 Luxury Challenge comparison ("Is Luxury Worth It?" June). I have been waiting decades for a car magazine to do this kind of test. It never made sense to me to talk about market "segments," and such divisions are even less relevant now as vehicles become more diverse and come with more standard features than ever. When I bought my latest vehicle, I compared Audi to Mazda to Subaru, crossovers to wagons to SUVs. What matters to me are function and features, not labels and nameplates. I hope *MT* will do more reviews like this, not as mere curiosities but as serious comparisons to help us learn which vehicles meet our wants and needs and what we really get if we spend more.

HAL SCHNEE
VIA EMAIL

We obviously agree with you. Despite what many marketers might think, car buyers shop by sticker, not segment.—Ed.

new cars 2019-2020

Get your search on Discover what's new for all your favorites

KEY	ALL-NEW	MAJOR	MINOR	UNCHANGED	DISCONTINUED
	An addition to an automaker's lineup	Significant sheetmetal, powertrain, and/or feature changes	Midcycle updates, minor powertrain or feature changes	Minor trim or package changes, new colors	Vehicle is going out of production

5M five-speed manual
6A six-speed automatic
6-sp auto-cl man six-speed auto-clutch manual

7-sp twin-cl auto seven-speed twin-clutch automatic **FWD** front-wheel drive **AWD** all-wheel drive **RWD** rear-wheel drive

NHTSA and IIHS safety data is derived from recent model years.

IntelliChoice five-year retained value data might apply to common vehicle variants, not an average of all model variants.

Words Michael Cantu, Zach Gale, Stefan Ogbac, and Collin Woodard

MORE HELLISH
Dodge's muscle car duo, the Challenger and Charger (pictured) stay on the same platform but get new higher-horsepower variants.

Acura ILX

Base Price $29,000* **Body Type** Sedan

UNCHANGED Acura's smallest sedan, based on the old Honda Civic platform, will likely soldier on unchanged before it's redesigned or discontinued. It could receive a new exterior look as part of its refresh to put it in line with the rest of Acura's lineup. A fresh multimedia system is also possible. But don't expect anything new under the hood; the ILX will likely keep the same powertrain for the rest of the current model's life cycle. **Also Consider** Mercedes-Benz CLA-Class, Audi A3

Base Engine 2.4L/201-hp/180-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 8-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 25/35 MPG 0-60 MPH: 6.8 SEC • Revs high like its predecessors

Acura NSX

Base Price $158,000* **Body Type** Coupe

UNCHANGED No major changes are expected on the 2019 Acura NSX save for possible new exterior colors. With 573 hp and 476 lb-ft, Acura's hybrid supercar offers strong acceleration and unflappable handling thanks to torque vectoring from its front electric motors. The NSX's drive mode selector includes a Quiet mode, which lets the car operate electrically so you can pull out of your driveway without startling the whole neighborhood. **Also Consider** Audi R8, Porsche 911, Lexus LC

Base Engine 3.5L twin-turbo V-6 + 3 elec motors, 573 hp/476 lb-ft
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 9-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 21/22 MPG 0-60 MPH: 3.1 SEC • An automotive icon electrified

Acura RLX

Base Price $56,000-$63,000* **Body Type** Sedan

UNCHANGED After a refresh that saw it lose its beak grille, the Acura RLX isn't getting any updates for 2019. Last year, a 10-speed automatic replaced the six-speed as the sole gearbox option with the base 3.5-liter V-6. The Sport Hybrid model will remain the only grade with all-wheel drive and is available only as a single, loaded trim. No word on whether the RLX will get the updated multimedia system found in the refreshed MDX and TLX. **Also Consider** Genesis G80, BMW 5 Series, Lexus GS

Base Engine 3.5L/310-hp/272-lb-ft V-6
Opt Engine 3.5L V-6 + 3 elec motors, 377 hp/341 lb-ft
Drivetrain Front-engine, FWD/AWD
Transmission 10A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 20-28/29 MPG 0-60 MPH: 4.9-5.5 SEC* • Now only slightly less anonymous

Acura TLX

Base Price $33,995-$45,795 **Body Type** Sedan

MINOR The 2019 Acura TLX gets a four-cylinder A-Spec variant with wider tires, 19-inch wheels, round exhaust tips, a gloss black rear spoiler, and more, but it lacks the steering and suspension tweaks found on the V-6-powered A-Spec variants. In a test last year, the updated nine-speed automatic felt better behaved than in prior model years. The TLX V-6 with the Technology and Advance packages also gets new 19-inch wheels. **Also Consider** Buick Regal, Audi A4, Infiniti Q50

Base Engine 2.4L/206-hp/182-lb-ft I-4
Opt Engine 3.5L/290-hp/267-lb-ft V-6
Drivetrain Front-engine, FWD/AWD
Transmission 8-sp twin-cl auto; 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 20-23/29-33 MPG 0-60 MPH: 5.9-7.2 SEC • The value-packed luxury sedan with sporting intentions

Alfa Romeo 4C

Base Price $57,500-$67,500* **Body Type** Coupe, convertible

UNCHANGED The Alfa Romeo 4C continues for 2019 with the addition of a rearview camera, rear parking sensors, and cruise control standard. New stand-alone options include a microfiber steering wheel, race-tuned suspension, and carbon-fiber side mirror covers. With the two-seater not mentioned in FCA's five-year plan presented in June, don't expect it to see another generation, especially with Alfa planning to revive the 8C and GTV. **Also Consider** Porsche Cayman, Audi TT, BMW Z4 M40i

Base Engine 1.7L/237-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 24/34 MPG 0-60 MPH: 4.0 SEC • Visceral and packed with plenty of quirks

Alfa Romeo Giulia

CAR OF THE YEAR WINNER

Base Price $39,500-$75,500* **Body Type** Sedan

MINOR Our 2018 Car of the Year gets new standard equipment: 19-inch alloy wheels, split-folding rear seats, and anodized brake calipers. A Nero Edizione package with Dark Miron side mirrors, grille accents, and more will be available on all trims. Quadrifoglio variants will offer an Exterior Carbon Fiber package with carbon-fiber side mirror caps, a carbon-fiber grille surround, and black badges. **Also Consider** BMW 3 Series, Mercedes-Benz C-Class, Audi A4

Base Engine 2.0L/280-hp/306-lb-ft turbo I-4
Opt Engine 2.9L/505-hp/443-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 17-24/24-33 MPG 0-60 MPH: 3.8-5.4 SEC • The Italian sport sedan with style, substance, and outstanding handling

*estimated

Aston Martin DB11

Base Price $202,320-$244,086 **Body Type** Coupe, conv

MINOR The Aston Martin DB11 is still as gorgeous as it was when it was introduced, only now it's also available as a convertible. An AMG V-8 comes standard, and the V-12-powered coupe has been updated for 2019. Now called the DB11 AMR, it gets 30 more horsepower, a retuned transmission, sportier handling, and a more vocal exhaust in Sport mode. The drop-top Volante doesn't get a V-12 option. **Also Consider** Bentley Continental GT, Ferrari Portofino, Mercedes-Benz S-Class Coupe

Base Engine 4.0L/503-hp/498-lb-ft twin-turbo V-8
Opt Engine 5.2L/600-630-hp/516-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY:15-18/21-24 MPG* 0-60 MPH: 3.7-4.0 SEC* • As good-looking as grand tourers get

Aston Martin DBS Superleggera

Base Price $305,000 **Body Type** Coupe, convertible*

ALL-NEW Introduced to replace the aging Vanquish S, the DBS Superleggera is Aston Martin's new Super GT. As the name suggests, the DBS Superleggera is lighter than the DB11 it's based on *and* makes significantly more power. Styling changes to the front and rear give the Superleggera a more conventional Aston Martin look not seen on the DB11 or Vantage. A drop-top Volante model will also be offered. **Also Consider** Ferrari 812 Superfast, Lamborghini Huracán, McLaren 720S

Base Engine 5.2L/715-hp/664-lb-ft twin-turbo V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 15/21 MPG* 0-60 MPH: 3.3 SEC* • The quickest Aston Martin in production

Aston Martin Rapide

Base Price $208,000-$270,000* **Body Type** Hatchback

MINOR Aston Martin hasn't updated the Rapide since 2015, but with exotic looks, a well-appointed interior, and a powerful V-12, the Rapide is still a very stylish grand tourer. A new AMR model gets a retuned suspension, 21-inch wheels, carbon-ceramic brakes, and a 205-mph top speed. At some point next year, the fully electric RapidE will go on sale, potentially making more than 800 hp. Only 155 will be built. **Also Consider** Bentley Flying Spur, Maserati Quattroporte, Rolls-Royce Ghost

Base Engine 5.9L/552-572-hp/465-lb-ft V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 14/21 MPG 0-60 MPH: 4.2-4.5 SEC* • Aston Martin style with room for more than one friend

Aston Martin Vantage

Base Price $153,081 **Body Type** Coupe

MAJOR After more than a decade, Aston Martin has redesigned its sportiest model. Instead of styling it like a smaller DB11, designers gave the Vantage a DB10 concept–inspired look. An AMG-sourced V-8 is the only engine option for now, but the Vantage makes up for its lack of a V-12 with responsive handling and a great exhaust note. It's world-class quick, hitting 60 mph in an estimated 3.5 seconds. **Also Consider** Maserati GranTurismo, Mercedes-AMG GT, Porsche 911

Base Engine 4.0L/503-hp/505-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 17/24 MPG* 0-60 MPH: 3.5 SEC* • The sports car with a German heart and a British soul

Audi A3

Base Price $33,000-$57,000* **Body Type** Sedan, conv, hatch

UNCHANGED With the next-gen A3 coming soon, don't expect major changes to the current A3. The base engine is shared with the front-drive A4 Ultra, the more powerful version reserved for all-wheel-drive models. Automatic emergency braking, a panoramic sunroof, and heated leather seats are standard. A convertible, a plug-in hybrid hatchback, and two performance versions are available. **Also Consider** BMW 2 Series, Mercedes-Benz CLA-Class, Mini Hardtop/Convertible

Base Engine 2.0L/186-hp/221-lb-ft turbo I-4
Opt Engine 2.0L/220-hp/258-lb-ft turbo I-4; 2.0L/292-hp/280-lb-ft turbo I-4; 1.4L turbo I-4 + elec motor, 204 hp/258 lb-ft; 2.5L/400-hp/354-lb-ft turbo I-5
Drivetrain Front-engine, FWD/AWD
Transmission 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 19-26/28-35 MPG; PHEV EV RANGE: 16 MILES 0-60 MPH: 3.6-7.6 SEC* • The least expensive way to drive an Audi

Audi A4

Base Price $37,000-$52,500* **Body Type** Sedan, wagon

UNCHANGED Audi is likely working on a midcycle refresh for the A4, but we don't expect it to arrive for 2019. The A4 offers a balance of handling and ride quality, as well as a refined interior. An impressive suite of technology and active safety features is also available. Buyers looking to save money will appreciate the relatively affordable A4 Ultra model, but enthusiasts will be drawn to the sportier 354-hp S4. **Also Consider** Alfa Romeo Giulia, BMW 3 Series, Mercedes-Benz C-Class

Base Engine 2.0L/190-hp/236-lb-ft turbo I-4
Opt Engine 2.0L/252-hp/273-lb-ft turbo I-4; 3.0L/354-hp/369-lb-ft turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6M; 7-sp twin-cl auto; 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 21-25/30-34 MPG 0-60 MPH: 4.2-7.0 SEC • A well-rounded compact sport sedan

*estimated

Audi A5

Base Price $44,000-$71,000* **Body Type** Coupe, conv, hatch

MINOR Audi introduced the RS 5 Coupe and five-door RS 5 Sportback. In place of the previous V-8, the 2019 RS 5 uses a 444-hp twin-turbo V-6. Thank to a quick-shifting transmission and rear-biased all-wheel drive, both RS 5s should easily hit 60 mph in less than 4.0 seconds. Even without the RS 5's powerful engine, A5 and S5 models pair good looks with well-designed interiors and desirable technology. **Also Consider** BMW 4 Series, Kia Stinger, Mercedes-Benz C-Class

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/354-hp/369-lb-ft turbo V-6; 2.9L/444-hp/443 lb-ft twin-turbo V-6
Drivetrain Front-engine, AWD
Transmission 6M; 7-sp twin-cl auto; 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 18-24/26-34 MPG 0-60 MPH: 3.7-5.2 SEC • Everything we like about the A4 in a more stylish package

Audi A6

Base Price $53,000-$73,000* **Body Type** Sedan

MAJOR Audi's midsize sedan gets a full redesign, with A8-inspired styling, a more powerful base engine, a new cabin, and standard AWD. The center console features a 10.1-inch touchscreen infotainment system above an 8.6-inch secondary touchscreen. A 12.3-inch digital instrument cluster is offered, as are a number of driver-assist features. Expect the sportier S6 and a turbo-four model in late 2019. **Also Consider** BMW 5 Series, Mercedes-Benz E-Class, Volvo S90

Base Engine 3.0L turbo V-6 + elec, 335 hp/369 lb-ft
Opt Engine 2.9L/450-hp/450-lb-ft twin-turbo V-6*
Drivetrain Front-engine, AWD
Transmission 7-sp twin-cl auto; 8A*
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 16-20/24-30 MPG* 0-60 MPH: 3.8-5.1 SEC* • A stylish luxury sedan packed with technology

Audi A7

Base Price $72,000-$84,000* **Body Type** Hatchback

MAJOR Like its four-door A6 sibling, the fast-roofed A7 is redesigned for 2019. Its cabin is almost identical to the A6's, with the same layout, premium materials, and tech options. The coupe-like styling, rear hatch, and rear cargo room differentiate it from the A6 and other midsize luxury sedans. Expect the S7 to be announced soon, with an even more powerful RS version likely following in a couple of years. **Also Consider** BMW 6 Series Gran Coupe, Mercedes-Benz CLS-Class, Porsche Panamera

Base Engine 3.0L turbo V-6 + elec, 335 hp/369 lb-ft
Opt Engine 2.9L/450-hp/450-lb-ft twin-turbo V-6*
Drivetrain Front-engine, AWD
Transmission 7-sp twin-cl auto; 8A*
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 16-20/24-30 MPG* 0-60 MPH: 3.8-5.1 SEC* • A sportier, more practical A6

Audi A8

Base Price $86,000-$110,000* **Body Type** Sedan

MAJOR Audi swung for the fences with this redesign. The flagship A8 got a new look and updated powertrains, plus a ton of high-tech luxury features, including Traffic Jam Pilot, a semi-autonomous driver-assistance system too advanced for U.S. laws. A heated, massaging footrest is also available for the right rear passenger to use in conjunction with a pillowy headrest and reclining, massage seat. **Also Consider** BMW 7 Series, Lexus LS, Mercedes-Benz S-Class

Base Engine 3.0L turbo V-6 + elec, 340-hp/369-lb-ft
Opt Engine 4.0L twin-turbo V-8 + elec, 453 hp/487 lb-ft
Drivetrain Front-engine, AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 18-21/28-31 MPG* 0-60 MPH: 4.0-5.7 SEC* • A luxury flagship that may soon be its own chauffeur

Audi R8

Base Price $141,500-$197,000* **Body Type** Coupe, conv

MINOR Earlier this year, Audi introduced a limited edition rear-drive version of the R8 called the RWS. Not only is the R8 RWS lighter and more tail-happy than the regular car, but it's also less expensive. Expect an entry-level V-6 version with well over 400 hp and a track-focused R8 GT to join the lineup soon. Those models will likely arrive in the U.S. as 2020 models and could coincide with a midcycle refresh. **Also Consider** Acura NSX, Aston Martin Vantage, McLaren 570

Base Engine 5.2L/540-hp/398-lb-ft V-10
Opt Engine 5.2L/610-hp/413-lb-ft V-10; 2.9L/450-hp/450-lb-ft twin-turbo V-6*
Drivetrain Mid-engine, RWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 14/22-25 MPG* 0-60 MPH: 2.6-4.5 SEC* • A supercar you can drive daily

Audi TT

Base Price $45,000-$66,000* **Body Type** Coupe, conv

UNCHANGED Following last year's introduction of the 400-hp TT RS, Audi's smallest sports car should get a face-lift next year. Expect both ends to receive A7-inspired styling changes, with the interior likely getting a few updates, as well. There's also a chance the base engine will get a bump up to 252 hp and 273 lb-ft of torque, matching its output in a different application. Additional changes should be minor. **Also Consider** BMW Z4, Mercedes-Benz SLC-Class, Porsche 718

Base Engine 2.0L/252-hp/273-lb-ft I-4*
Opt Engine 2.0L/292-hp/280-lb-ft I-4; 2.5L/400-hp/354-lb-ft turbo I-5
Drivetrain Front-engine, AWD
Transmission 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 19-23/27-30 MPG* 0-60 MPH: 3.6-5.6 SEC* • A sporty but practical coupe or roadster

*estimated

Bentley Continental GT

Base Price $205,000-$241,500* **Body Type** Coupe, conv*

MAJOR The latest-generation Bentley Continental GT shares a platform with the current Porsche Panamera, as well as a modified version of Porsche's PDK eight-speed twin-clutch automatic gearbox. Lavishly appointed, the four-seat coupe will be the first to go on sale, likely soon followed by the convertible variant. Expect a twin-turbo V-8 to join the engine lineup, and possibly a plug-in hybrid variant. **Also Consider** Aston Martin DB11, Rolls-Royce Wraith, Mercedes-Benz S-Class Coupe

Base Engine 6.0L/626-hp/664-lb-ft twin-turbo W-12
Opt Engine 3.0L turbo V-6 + elec, 462 hp/516 lb-ft*; 4.0L/542-hp/568-lb-ft twin-turbo V-8*
Drivetrain Front-engine, AWD
Transmission 8-speed twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 15/21 MPG* 0-60 MPH: 3.6-4.5 SEC* • The quintessential British grand tourer, now with a slight German accent

Bentley Flying Spur

Base Price $193,000-$250,000* **Body Type** Sedan

UNCHANGED Last year the Flying Spur gained a V8 S Black Edition model, with 21-inch black alloy wheels, accented headlights and taillights, and contrast cabin stitching. A new generation will make its debut soon, likely using the same platform as the Continental GT and Porsche Panamera. Expect the same engines to return; a plug-in hybrid could be in the cards with the same system from the Bentayga. **Also Consider** Rolls-Royce Ghost, Aston Martin Rapide, Mercedes-Maybach S-Class

Base Engine 4.0L/500-521-hp/487-502-lb-ft twin-turbo V-8
Opt Engine 6.0L/616-626-hp/590-605-lb-ft twin-turbo W-12
Drivetrain Front-engine, AWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12-13/20-22 MPG 0-60 MPH: 4.2-4.9 SEC* • Restrained exclusivity with turbocharged power

Bentley Mulsanne

Base Price $310,000-$407,000* **Body Type** Sedan

UNCHANGED The Mulsanne is unchanged, but a special edition will join the lineup, built in small numbers for exclusivity. Bentley's torque-rich 6.8-liter twin-turbo V-8 is the sole engine available in two outputs. If you want the most distinctive iteration of the Mulsanne, Bentley's personalization workshop, Mulliner, accepts commissions of a special vehicle tailored to your specifications. **Also Consider** Mercedes-Maybach S-Class, Rolls-Royce Phantom, Audi A8

Base Engine 6.8L/505-hp/752-lb-ft twin-turbo V-8
Opt Engine 6.8L/530-hp/811-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 11/18 MPG 0-60 MPH: 5.0-5.2 SEC • For those seeking gobs of torque in their luxury sedan

BMW 2 Series

Base Price $36,000-$56,000* **Body Type** Coupe, convertible

MAJOR The BMW 2 Series lineup receives a new range topper with the M2 Competition replacing the standard M2. Powered by a detuned 3.0-liter twin-turbo I-6 shared with the M3 and M4, the M2 Competition gets larger brake pads, new sport seats, a carbon-fiber-reinforced strut brace, the same suspension setup as the M3 and M4, and more. BMW also retuned the stability control system to be less intrusive. **Also Consider** Mercedes-Benz CLA-Class, Audi TT, Cadillac ATS Coupe

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/335-hp/369-lb-ft turbo I-6; 3.0L/405-hp/406-lb-ft twin-turbo I-6
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 18-24/26-35 MPG* 0-60 MPH: 4.0-5.8 SEC* • BMW's smallest car, now more potent

BMW 3 Series

Base Price $36,000-$67,500* **Body Type** Sedan, hatch, wagon

MAJOR The next-gen 3 Series arrives in early 2019 and should ride on a new platform and feature a new M Performance model. The engines should carry over, and the plug-in hybrid system should be improved. The high-performance M3 should follow in about a year. Sedan and wagons should return, but the niche Gran Turismo hatchback might not. Expect strong lease deals on the outgoing model. **Also Consider** Mercedes-Benz C-Class, Genesis G70, Alfa Romeo Giulia

Base Engine 2.0L/180-hp/200-lb-ft turbo I-4*
Opt Engine 2.0L/248-hp/258-lb-ft turbo I-4*; 3.0L/382-hp/369-lb-ft turbo I-6*; 2.0L/180-hp/280-lb-ft t-diesel I-4*; 3.0L/425-444-hp/406-lb-ft twin-turbo I-6*; 2.0L turbo I-4 + elec, 248 hp/310 lb-ft*
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 16-31/22-43 MPG*; PHEV: 30 MPG COMB*; EV RANGE: 14 MILES* 0-60 MPH: 4.3-7.1 SEC* • A long-awaited redesign

BMW 4 Series

Base Price $45,595-$78,000* **Body Type** Coupe, conv, hatch

MINOR The BMW 4 Series now comes standard with navigation, parking sensors, and an upgraded instrument cluster. Last year, the car got a midcycle refresh and more power thanks to fresh engines from BMW's new modular powertrain family. Expect a new generation to arrive in 2020. All body styles of the current 4 Series should remain, but the convertible variant could ditch the retractable hard top for a soft top. **Also Consider** Audi A5, Mercedes-Benz C-Class Coupe, Lexus RC

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/320-hp/330-lb-ft turbo I-6; 3.0L/425-444-hp/406-lb-ft twin-turbo I-6
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 16-24/22-34 MPG 0-60 MPH: 3.8-5.5 SEC • A more stylish 3 Series

*estimated

BMW 5 Series

Base Price $52,500-$110,995* **Body Type** Sedan

MINOR The 5 Series lineup saw the return of the M5 super sedan, now with an AWD system that can be set to rear-drive mode. A diesel variant, the 540d xDrive, also joined the range. The M5 gains a Competition variant with more power, a 189-mph top speed, lightweight alloy wheels, an M Sport exhaust system, and a unique suspension calibration 7mm lower than the standard M5's. **Also Consider** Mercedes-Benz E-Class, Genesis G80, Jaguar XF

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/335-hp/332-lb-ft turbo I-6; 4.4L/456-617-hp/480-553-lb-ft twin-turbo V-8; 3.0L/261-hp/457-lb-ft t-diesel I-6; 2.0L turbo I-4 + elec, 248 hp/310 lb-ft
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 15-26/21-36 MPG*; PHEV: 28-29 MPG COMB; EV RANGE: 15-16 MILES 0-60 MPH: 3.0-6.2 SEC • Boulevardier to missile

BMW 6 Series

Base Price $72,000*-$125,395 **Body Type** Sedan, hatchback

UNCHANGED BMW discontinued the convertible variant of the 6 Series and left only the Gran Coupe sedan and the Gran Turismo hatchback body styles. The Gran Coupe is still available in two high-performance models, the M6 and the Alpina B6 xDrive. BMW will likely discontinue the 6 Series Gran Coupe when the 8 Series arrives, leaving the 640i xDrive Gran Turismo as the only 6 Series model left. **Also Consider** Audi A7, Mercedes-Benz CLS-Class, Porsche Panamera

Base Engine 3.0L/315-335-hp/332-lb-ft turbo I-6
Opt Engine 4.4L/445-600-hp/479-590-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 14-20/20-29 MPG 0-60 MPH: 3.3-5.4 SEC • Occupying the narrowest of niches

BMW 7 Series

Base Price $84,645-$157,695 **Body Type** Sedan

UNCHANGED Not much should change for the 7 Series, save for the possible addition of new standard features. An upcoming refresh could get a more powerful base engine, standard active driver-assistance tech, and exterior design revisions. A proper M-badged 7 Series might never happen; the Alpina B7 xDrive and M760i xDrive will remain the most potent variants of BMW's full-size sedan for now. **Also Consider** Mercedes-Benz S-Class, Genesis G90, Lexus LS

Base Engine 3.0L/320-hp/332-lb-ft turbo I-6
Opt Engine 4.4L/445-600-hp/480-590-lb-ft twin-turbo V-8; 6.6L/601-hp/590-lb-ft twin-turbo V-12; 2.0L turbo I-4 + elec, 322 hp/369 lb-ft
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 34%

EPA ECON CITY/HWY: 13-21/20-29 MPG; PHEV: 27 MPG COMB; EV RANGE: 14 MILES 0-60 MPH: 3.4-5.5 SEC • Tech-laden luxury

BMW 8 Series

Base $120,000-$200,000* **Body Type** Coupe, conv, sedan*

ALL-NEW Featuring three body styles and a range of engines, including a potent 4.4-liter twin-turbo V-8 and possibly the 601-hp 6.6-liter twin-turbo V-12 out of the M760i xDrive, the revived BMW 8 Series will replace the 6 Series coupe and convertible. A 3.0-liter turbo I-6 should be the base engine. The production 8 Series retains the concept's exterior. A four-door Gran Coupe will arrive in fall 2019. **Also Consider** Porsche 911, Mercedes-AMG GT, Audi R8

Base Engine 3.0L/382-hp/369-lb-ft turbo I-6*
Opt Engine 4.4L/523-hp/553-lb-ft twin-turbo V-8; 6.6L 601-hp/590-lb-ft twin-turbo V-12*
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 15-19/21-28 MPG* 0-60 MPH: 3.0-4.7 SEC* • The iconic Bavarian flagship reborn

BMW i3

Base Price $45,500-$52,500* **Body Type** Hatchback

UNCHANGED Last year, the refreshed BMW i3 lineup, including a more powerful i3S, made its debut. Don't expect much to change for 2019. It could get more standard features, such as active safety tech, currently part of the Technology + Driving Assistant package. Opt for the range extender for 180 miles of EPA-rated range; range is 107–114 miles on models without the extender. **Also Consider** Chevrolet Bolt EV, Tesla Model 3, Mercedes-Benz C 350e

Base Motor 170-184-hp/184-199-lb-ft electric
Opt Range-Ext Engine 38-hp/41-lb-ft I-2
Drivetrain Rear-motor, RWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 26%

EV RANGE: 107-114 MILES; PHEV: 97-180 MILES 0-60 MPH: 6.2-7.0 SEC • The BMW for the city

BMW i8

Base Price $148,495-$164,295 **Body Type** Hatchback, conv

MINOR The 2019 BMW i8 gains a two-seat convertible variant called the i8 Roadster. Drivers can raise or lower its soft top in 16 seconds at speeds of up to 31 mph. Thanks to a stronger gas engine and electric motor plus a battery with increased energy capacity, the refreshed i8 is more powerful than its predecessor. A two-tone copper interior in leather and cloth has been added to the Tera World package; laser headlights are a stand-alone option. **Also Consider** Lexus LC 500h, Audi R8, Acura NSX

Base Engine 1.5L turbo I-3 + elec, 369 hp/420 lb-ft
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 6A
Basic Warranty 4 years/50,000 miles

EPA ECON: 27 MPG COMB; EV RANGE: 18 MILES 0-60 MPH: 3.8 SEC* • Slick and futuristic with a shot of electrified performance

*estimated

BMW Z4

Base Price $52,500-$65,500* **Body Type** Convertible

MAJOR Previewed as a concept last year, the Z4 roadster will feature a distinctive exterior with slim horizontal headlights and a wider twin-kidney grille. The new Z4 will ditch the retractable hard top in favor of a simpler soft top to cut weight. BMW's 2.0-liter turbo I-4 and 3.0-liter turbo I-6 will return as the two engine options. An eight-speed auto or six-speed manual will be on offer. (See page 16 for more.) **Also Consider** Porsche 718 Boxster, Chevrolet Corvette, Alfa Romeo 4C

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4*
Opt Engine 3.0L/382-hp/369-lb-ft turbo I-6*
Drivetrain Front-engine, RWD
Transmission 6M*; 8A*
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 19-23/27-32 MPG* 0-60 MPH: 4.0-5.3 SEC* • Bavaria's soft-top version of Toyota's upcoming Supra coupe

Buick Cascada

Base Price $33,995 **Body Type** Convertible

UNCHANGED Buick's Cascada enters the new model year unchanged, with one small exception: The rearview camera screen is now located in the rearview mirror. Buick's only soft top, the little four-seater takes 17 seconds to open its top. The Cascada is available in three trims: base, Premium, and Sport Touring. Standard equipment includes a 7.0-inch touchscreen, a Wi-Fi hot spot, and 10-way power leather front seats. **Also Consider** Ford Mustang convertible, Audi A3 Cabriolet

Base Engine 1.6L/200-hp/207-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 36%

EPA ECON CITY/HWY: 21/29 MPG 0-60 MPH: 8.9 SEC • One of the last remaining convertible-only vehicles around

Buick LaCrosse

Base Price $30,500-$47,995 **Body Type** Sedan

MINOR The new Sport Touring trim adds verve with a blacked-out grille and exclusive 19-inch wheels. Buick also adds an air ionizer in the Premium and top-of-the-line Avenir trims as well as an electric parking brake on all trims. A 2.5-liter I-4 with a mild-hybrid system is standard, and a V-6 backed by a nine-speed automatic is optional. Every LaCrosse includes a Wi-Fi hot spot, Apple CarPlay, HID headlights, and an 8.0-inch touchscreen. **Also Consider** Toyota Avalon, Lexus ES, Lincoln MKZ

Base Engine 2.5L I-4 + elec, 194 hp/187 lb-ft
Opt Engine 3.6L/310-hp/268-lb-ft V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A; 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 20-25/29-35 MPG 0-60 MPH: 5.6-7.5 SEC* • Looking to attract younger buyers with a sport-look model

Buick Regal

Base Price $26,000-$40,000* **Body Type** Hatchback, wagon

UNCHANGED The Sportback hatchback and TourX wagon are powered by a 2.0-liter turbo-four. Although AWD is optional on the Sportback, it's standard on the TourX and the V-6-powered GS model. The only update is a standard air ionizer on certain trims. On the Regal's sporty side, the GS comes equipped with 19-inch wheels, Brembo front brakes, and heated and ventilated front sport seats with massage. **Also Consider** Kia Stinger, Subaru Outback, Acura TLX

COMPARISON TEST WINNER

Base Engine 2.0L/250-hp/260-295-lb-ft turbo I-4
Opt Engine 3.6L/310-hp/282-lb-ft V-6
Drivetrain Front-engine, FWD/AWD
Transmission 8A; 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 19-22/27-32 MPG 0-60 MPH: 5.3-6.3 SEC* • A comfortable hatchback or a rugged wagon–but no longer a sedan

Cadillac ATS

Base Price $39,500-$65,000* **Body Type** Coupe

MINOR Cadillac's entry-level ATS will only be available as a coupe for 2019. Other than that, don't expect major changes before Cadillac prepares the CT5, a new luxury sport sedan that will replace the ATS and CTS. The sport coupe's Standard trim comes with Brembo front brakes, an 8.0-inch touchscreen, and wireless charging. Notable optional features include Magnetic Ride Control, a limited-slip rear differential, and a color head-up display. **Also Consider** Jaguar XE, BMW 3 Series, Audi A4

Base Engine 2.0L/272-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/285-lb-ft V-6; 3.6L/464-hp/445-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 16-22/23-31 MPG 0-60 MPH: 3.9-5.6 SEC* • A compact premium sport coupe built for driving pleasure

Cadillac CT6

Base Price $55,000-$90,000* **Body Type** Sedan

MINOR The higher-performance CT6 V-Sport, powered by a new 550-hp twin-turbo V-8, adds punch to the full-size luxury sedan. The entire CT6 range receives redesigned headlights and taillights inspired by the Escala concept. The Platinum trim will have 20-inch wheels, the Super Cruise semi-autonomous drive system, and a night vision system. The plug-in version can travel 31 miles on all-electric energy when fully charged. **Also Consider** BMW 5 Series, Audi A6, Volvo S90

Base Engine 2.0L/265-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6; 3.0L/404-hp/400-lb-ft twin-turbo V-6; 2.0L turbo I-4 + elec, 335 hp/432 lb-ft; 4.2L/500-550-hp/553-627-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A; 4A + CVT; 10A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 15-23/23-30 MPG*; PHEV: 25 MPG COMB; EV RANGE: 31 MILES 0-60 MPH: 3.4-6.4 SEC* • Fighting Europe's quickest

*estimated

Base Engine 2.0L/275-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6; 6.2L/455-hp/455-lb-ft V-8; 6.2L/650-hp/650-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD
Transmission 6M; 8A; 10A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 51%

Chevrolet Camaro

Base Price $27,000-$70,000* **Body Type** Coupe, convertible

MINOR The 2019 Chevrolet Camaro gets a fresh exterior with a new front fascia and reshaped taillights. A 10-speed automatic replaces the eight-speed in the Camaro SS, and the 1LE package is now available with the base 2.0-liter turbo I-4. A Track mode has been added to the drive-mode selector. Chevrolet's latest infotainment system has been added to the entire lineup with a 7.0- or 8.0-inch touchscreen. **Also Consider** Ford Mustang, Dodge Challenger, BMW 4 Series

EPA ECON CITY/HWY: 13-22/21-31 MPG 0-60 MPH: 3.5-5.3 SEC • Retro looks and modern performance in a single package

Cadillac CTS

Base Price $47,500-$88,500* **Body Type** Sedan

UNCHANGED The CTS sport sedan will be mostly unchanged for the new model year, likely its last before a redesign to the smaller CT5. Trim levels include Standard, Luxury, Premium Luxury, the more powerful V-Sport, and the high-performance CTS-V. The midlevel Premium Luxury trim comes with Brembo front brakes, Magnetic Ride Control, heated and ventilated front seats, and a self-parking system. A Driver Assist package is optional. **Also Consider** Jaguar XF, Lexus GS, BMW 5 Series

Base Engine 2.0L/268-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/285-lb-ft V-6; 3.6L/420-hp/430-lb-ft twin-turbo V-6; 6.2L/640-hp/630-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 36%

EPA ECON CITY/HWY: 14-22/21-30 MPG 0-60 MPH: 3.8-6.0 SEC • America's midsize premium sedan, quietly entering the new year

Cadillac XTS

Base Price $47,890-$73,990 **Body Type** Sedan

UNCHANGED Updated last year, the large front-drive XTS will carry over into the new model year without any significant changes. With its large trunk, roomy interior, and premium features, the XTS does a good job of coddling passengers. A Bose audio system and front and rear Brembo brakes are standard. Go for the Platinum trim to get 22-way power front seats with massage and a 12.3-inch digital instrument cluster. **Also Consider** Kia K900, Acura RLX, Volvo S90

Base Engine 3.6L/304-hp/264-lb-ft turbo V-6
Opt Engine 3.6L/410-hp/369-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 34%

EPA ECON CITY/HWY: 16-19/23-28 MPG 0-60 MPH: 5.2-6.9 SEC • A reasonably priced large and luxurious upscale sedan

Chevrolet Bolt EV

Base Price $37,500* **Body Type** Hatchback

UNCHANGED Other than new exterior colors and possible extra standard equipment, the 2019 Chevrolet Bolt won't have many changes. As the first mainstream EV to deliver more than 200 miles on a single charge, our 2017 Car of the Year changed the landscape by being the first long-range EV affordable to the average consumer. A refresh should be on the way, including an improved battery and possibly a motor with more power. **Also Consider** Tesla Model 3, Nissan Leaf, Hyundai Ioniq

Base Motor 200-hp/266-lb-ft electric
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 32%

EV RANGE: 238 MILES 0-60 MPH: 6.3 SEC • The game-changing EV, now facing more competition

Chevrolet Corvette

Base Price $56,590-$126,095 **Body Type** Hatch, convertible

MINOR The 2019 Chevrolet Corvette ZR1, a 755-hp monster with a top speed of over 200 mph, slots above the Corvette Z06. Along with a more powerful engine, the ZR1 will offer the ZTK Performance package with an adjustable wing, two aero packages, unique suspension tuning, Magnetic Ride Control, and Michelin Pilot Sport Cup 2 rubber. This is the first time the ZR1 will be offered as a convertible and with an automatic gearbox. **Also Consider** Porsche 911, Nissan GT-R, Jaguar F-Type

Base Engine 6.2L/455-460-hp/460-465-lb-ft V-8
Opt Engine 6.2L/650-755-hp/650-715-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD
Transmission 7M; 8A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 12-16/19-25 MPG 0-60 MPH: 3.0-3.9 SEC • Chevy's answer to the supercar wars

*estimated

Chevrolet Cruze

Base Price $18,870-$26,995 **Body Type** Sedan, hatchback

MINOR Chevrolet has refreshed the Cruze with a new front fascia with the brand's latest grille design and a new multimedia system with a standard 7.0-inch touchscreen. Unfortunately, the six-speed manual transmission is no longer available on any Cruze. Hatchback models are available in the LS trim in addition to the LT, Premier, and diesel-powered variants. Pedestrian detection and automatic emergency braking have been added. **Also Consider** Honda Civic, Mazda3, Hyundai Elantra

Base Engine 1.4L/153-hp/177-lb-ft turbo I-4
Opt Engine 1.6L/137-hp/240-lb-ft t-diesel I-4
Drivetrain Front-engine, FWD
Transmission 6A; 9A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 28-31/37-47 MPG* 0-60 MPH: 8.2-8.7 SEC • The American take on the compact car

Chevrolet Impala

Base Price $28,895-$37,595 **Body Type** Sedan

MINOR Changes expected for the 2019 Impala include a new front fascia with a resemblance to the Cruze and Malibu. The new 3.6-liter V-6 and GM's nine-speed automatic could also find their way under the Impala's hood. Chevrolet's latest infotainment system could also come standard. Due to the continued shift of large-sedan shoppers toward crossovers, the current Impala could be the last before Chevrolet discontinues it. **Also Consider** Kia Cadenza, Toyota Avalon, Buick LaCrosse

Base Engine 2.5L/197-hp/191-lb-ft I-4
Opt Engine 3.6L/305-hp/264-lb-ft V-6
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 18-22/28-30 MPG 0-60 MPH: 6.2-8.4 SEC* • Still solid despite its age

Chevrolet Malibu

Base Price $22,500-$32,000* **Body Type** Sedan

MINOR Chevy's refreshed midsize sedan gets a new grille, new headlights and taillights, and a standard rearview camera. Variants powered by the base 1.5-liter turbo-four now come with a CVT instead of a six-speed automatic. There's an optional 8.0-inch instrument cluster display. Chevrolet's latest infotainment system comes standard with an 8.0-inch touchscreen, and an RS trim has been added. **Also Consider** Toyota Camry, Volkswagen Passat, Nissan Altima

Base Engine 1.5L/163-hp/184-lb-ft turbo I-4
Opt Engine 2.0L/250-hp/260-lb-ft turbo I-4; 1.8L I-4 + elec, 182 hp/277 lb-ft
Drivetrain Front-engine, FWD
Transmission CVT; 9A
Basic Warranty 3 Years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 22-49/32-43 MPG* 0-60 MPH: 5.7-8.5 SEC • A fresh face and new tech to keep up with the competition

Chevrolet Sonic

Base Price $16,000-$22,000* **Body Type** Sedan, hatchback

UNCHANGED With subcompact car sales slumping, don't expect much to change for the 2019 Chevrolet Sonic. The RS package should continue to be offered on the Premier trim with a flat-bottom steering wheel, a body kit, black 17-inch alloy wheels, foglights, and black Bow Tie emblems. A Performance package, which adds slightly more power via a retuned exhaust system, is available and comes with a lowered suspension. **Also Consider** Kia Rio, Honda Fit, Toyota Yaris

Base Engine 1.8L/138-hp/125-lb-ft I-4
Opt Engine 1.4L/138-148-hp/148-163-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 25-28/34-37 MPG 0-60 MPH: 8.1-9.0 SEC* • Turbocharged fun in a subcompact package

Chevrolet Spark

Base Price$14,095-$17,095 **Body Type** Hatchback

MINOR The 2019 Chevrolet Spark gets a new fascia, a new multimedia system, four new exterior colors, a second USB port, and LED daytime running lights on the 1LT and 2LT grades. The Driver Confidence package now has automatic emergency braking, forward collision warning, and lane departure warning. Activ and 2LT trims get a leather-wrapped steering wheel; the latter adds rear parking sensors. **Also Consider** Kia Rio, Mitsubishi Mirage, Nissan Versa Note

Base Engine 1.4L/98-hp/94-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 29-30/37-39 MPG* 0-60 MPH: 10.7 SEC • The smallest American car money can buy

Chevrolet Volt

Base Price $34,000* **Body Type** Hatchback

UNCHANGED Not much is expected to change for the 2019 Chevrolet Volt hybrid. New exterior colors and more standard equipment are possible. A refreshed Volt should be arriving soon and could receive Chevrolet's latest infotainment system, a new front fascia, and possibly an improved battery for greater range. Currently, the Volt can travel up to 53 miles using only electricity or 420 miles with the gas-powered range extender. **Also Consider** Toyota Prius, Hyundai Ioniq, Honda Insight

Base Engine 1.5L I-4 + elec, 149 hp/294 lb-ft
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 29%

EPA ECON: 42 MPG COMBINED; EV RANGE: 53 MILES 0-60 MPH: 7.5 SEC • Proof that your electrified vehicle can look anonymous

*estimated

Chrysler 300

Base Price $30,500-$42,500* **Body Type** Sedan

UNCHANGED Its lineup was reworked last year, so the 2019 Chrysler 300 should only get minimal changes, like new interior and exterior colors. A special edition model could join the lineup to keep the car fresh. The beefy 300 is one of two mainstream large sedans that come standard with rear-wheel drive and offer a V-8 engine. It's looking unlikely that the 300 will see another generation as FCA moves toward crossovers. **Also Consider** Dodge Charger, Nissan Maxima, Toyota Avalon

Base Engine 3.6L/292-300-hp/260-264-lb-ft V-6
Opt Engine 5.7L/363-hp/394-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 16-19/25-30 MPG 0-60 MPH: 5.3-6.4 SEC • Quintessentially American in size and style

Chrysler Pacifica

Base Price $28,340-$46,340 **Body Type** Minivan

MINOR Last year, the Chrysler Pacifica received the S Appearance package, which douses the minivan in black. The plug-in hybrid model also received a new Touring Plus base trim, making it more affordable to consumers. Don't expect much to change this year except for cosmetic updates like new exterior and interior colors. New appearance packages could be added to keep the Pacifica fresh before its midcycle refresh. **Also Consider** Honda Odyssey, Toyota Sienna, Kia Sedona

Base Engine 3.6L/287-hp/262-lb-ft V-6
Opt Engine 3.6L V-6 + elec, 260 hp
Drivetrain Front-engine, FWD
Transmission 9A; CVT
Basic Warranty 3 yrs/36,000 miles
Seats/Cargo: 7-8; 140.5 cu ft
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 18-19/28 MPG; PHEV: 32 MPG COMB; EV RANGE: 33 MILES 0-60 MPH: 6.7-7.4 SEC • A stylish and practical minivan

Dodge Challenger

Base Price $28,500-$67,500* **Body Type** Coupe

MINOR Dodge added a more powerful Hellcat called the Redeye, which runs the quarter mile in a claimed 10.8 seconds and can hit 203 mph (for more info, see pages 18 and 24). The regular Hellcat gets a power boost and a dual-snorkel hood. The Scat Pack 1320 is a new Demon-inspired model built to be a more affordable drag racer; it gets the previous hood and an optional wide-body kit. V-6 models get a sportier suspension. **Also Consider** Chevrolet Camaro, Infiniti Q60, Ford Mustang

Base Engine 3.6L/305-hp/268-lb-ft V-6
Opt Engine 5.7L/372-375-hp/400-410-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8; 6.2L/717-797-hp*/656-707-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 54%

EPA ECON CITY/HWY: 13-19/21-30 MPG 0-60 MPH: 3.4-6.3 SEC* • The last of the old-school muscle cars

Dodge Charger

Base Price $30,500-$69,500* **Body Type** Sedan

MINOR The Charger will get an update for 2019 that includes a few visual changes but nothing significant. The Scat Pack and Hellcat will come with a new grille, with several new wheel and interior options being offered across the line. Two additional trims, the Charger SXT AWD and GT RWD, will join the lineup, and GT and R/T models will receive suspension upgrades. Sadly, none of the Charger's engines will get power boosts. **Also Consider** Chevrolet Impala, Chrysler 300, Kia Stinger

Base Engine 3.6L/292-hp/260-lb-ft V-6
Opt Engine 3.6L/300-hp/264-lb-ft V-6; 5.7L/370-hp/395-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8; 6.2L/707-hp/650-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 13-19/22-30 MPG 0-60 MPH: 3.8-6.5 SEC* • An aging but still fun-to-drive full-size sedan

Ferrari 488

Base Price $256,500-$345,000* **Body Type** Coupe, conv

MINOR The new Ferrari 488 Pista, a lighter-weight, higher-performance version of the already impressive 488 GTB, our most recent Best Driver's Car, packs the most powerful V-8 ever from the exotic automaker. Ferrari's Side Slip Control system helps deliver the best performance by adjusting the F1-Trac traction control system, the electronic rear differential, and the magnetorheological dampers. **Also Consider** Porsche 911 Turbo S, Lamborghini Huracán, McLaren 570S

Base Engine 3.9L/661-hp/561-lb-ft twin-turbo V-8
Opt Engine 3.9L/710-hp/567-lb-ft twin-turbo V-8
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 15-16/20-22 MPG 0-60 MPH: 2.6-2.8 SEC* • Now delivering more exhilaration than ever before

Ferrari 812 Superfast

Base Price $350,000* **Body Type** Hatchback

ALL-NEW Ferrari's F12 has been replaced by a more powerful successor, the 812 Superfast. The V-12-powered supercar makes 789 hp thanks to the 12-cylinder's displacement increasing by 0.3 liter. The new Side Slip Control 5.0 and four-wheel steering are standard. The tachometer-dominated instrument cluster has two configurable digital screens. The Superfast features Ferrari's first-ever application of electric power steering in a road car. **Also Consider** Lamborghini Aventador, McLaren 720S

Base Engine 6.5L/789-hp/530-lb-ft V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12/16 MPG 0-60 MPH: 2.8 SEC • Ferrari's latest V-12-powered monster: as sophisticated as it is fast

*estimated

Precision Engineered 1:18-Scale Die Cast

1933 Pierce-Arrow Silver Arrow

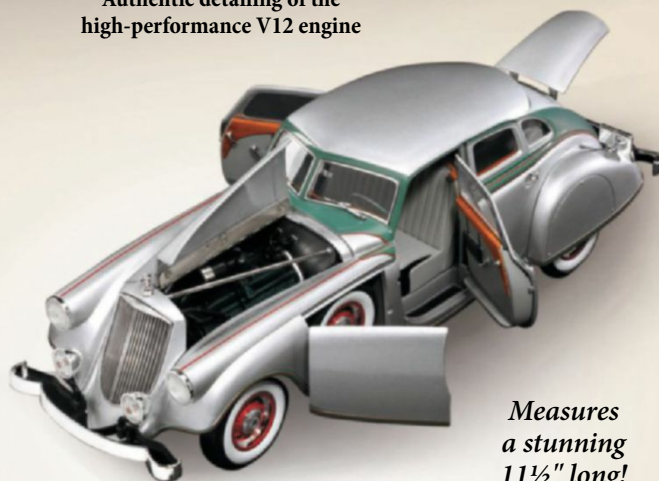
Finely tooled die-cast body with "chrome" accents

High-gloss paint scheme in authentic silver, red and light green

Free-rolling red-wire rubber wheels

The unique spare tire compartment on the front left fender adds even more authenticity!

From its grille and spotlight-style headlights to its iconic hood ornament, chrome-like accents gleam throughout.

Authentic detailing of the high-performance V12 engine

Measures a stunning 11½" long!

Includes detachable base with title plaque!

One of the Rarest Autos of Our Time is Now Truly a Work of Art!

LIKE US ON

Fastest way to order:
HamiltonCollection.com/33Arrow

In the midst of the Depression, young automobile designer Phil Wright was determined to find a *silver* lining. Teaming up with friends and former colleagues, he hand-built a one-of-a-kind show car that would fascinate the public and inspire hard-pressed Americans to think about a brighter tomorrow. And at the 1933 New York Auto Show, the first-ever Pierce-Arrow Silver Arrow — the epitomé of extravagance and luxury — made its debut.

Supplied by O.K. Toys and presented by The Hamilton Collection, the **"1:18-Scale 1933 Pierce-Arrow Silver Arrow"** premium die cast is engineered to precisely match the extraordinary details of the original.

Hand-finished in a stunning, high-gloss silver paint treatment, custom features include a concealed spare tire compartment ... smooth opening doors ... realistically molded and textured seating ... detailed V12 engine block ... and much more.

Satisfaction 100% guaranteed or your money back!

The **"1:18-Scale 1933 Pierce-Arrow Silver Arrow"** is available for only $149.95; payable in five easy installments of $29.99*. **Send no money now;** we'll bill only your first installment prior to shipment. Your satisfaction is unconditionally assured or your money back, so don't delay. Reply today!

Supplied by O.K. Toys, licensee Signature Models Limited. Presented by The Hamilton Collection.

MAIL TO: 09-07625-001-BI

Presented by

The Hamilton Collection

9204 Center For The Arts Drive, Niles, Illinois 60714-1300

☐ **YES!** Please reserve the **"1:18-Scale 1933 Pierce-Arrow Silver Arrow"** die cast for me as described in this announcement.

Name________________________
(Please print clearly.)

Address________________________

City______________State____Zip________

Email (Optional)________________________

Signature________________________

SEND NO MONEY NOW! **09-07625-001-E40701**

***Add a total of $21.00 for shipping and service; see HamiltonCollection.com. Deliveries to FL and IL will be billed appropriate sales tax.** For information on sales tax you may owe to your state, go to HamiltonCollection.com/use-tax. *All orders are subject to product availability and credit approval.* Allow 8 to 10 weeks after initial payment for shipment.

Ferrari GTC4Lusso

Base Price $261,000-$305,000* **Body Type** Hatchback

UNCHANGED Ferrari's GTC4Lusso is AWD and V-12 powered; the GTCLusso T is RWD with a twin-turbo V-8. Ferrari's only four-seater can also hold 15.9 cubic feet of cargo with the rear seats down. Both models offer 20-inch forged wheels, a standard 10.3-inch touchscreen, and an optional 8.8-inch passenger touchscreen. Four-wheel steering, Side Slip Control, and an electronic rear differential are standard. **Also Consider** Aston Martin DB11, Porsche Panamera, Bentley Continental

Base Engine 3.9L/602-hp/561-lb-ft twin-turbo V-8
Opt Engine 6.3L/680-hp/514-lb-ft V-12
Drivetrain Front-engine, RWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12-15/17-21 MPG 0-60 MPH: 3.0-3.2 SEC* • The supercar hatch with room for four

Ferrari Portofino

Base Price $210,738 **Body Type** Convertible

MAJOR The Portofino replaces the California convertible, making it Ferrari's new entry-level model. Although a twin-turbo V-8 propels the new four-seater to 60 mph in less than 3.5 seconds, the Portofino is a grand tourer that doesn't play the numbers game. The seats, door panels, dashboard, center console, steering wheel, and headliner can be upholstered in premium leather. **Also Consider** Maserati GranTurismo Convertible, Mercedes-AMG SL 63, Aston Martin DB11 Volante

Base Engine 3.9L/591-hp/561-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 16/22 MPG 0-60 MPH: 3.4 SEC* • Ferrari's latest V-8-powered convertible, quicker and more stylish than ever

Fiat 124 Spider

Base Price $26,500-$30,000* **Body Type** Convertible

MINOR Fiat added the Lusso Red Top Edition to the 124 Spider range last year, along with three new exterior colors. Expect cosmetic updates for 2019, possibly followed by a more significant midcycle refresh of the Mazda Miata–based Spider. FCA's 1.4-liter turbo I-4 will likely remain the sole engine option, but it could see a power increase and some chassis tweaks. Android Auto and Apple CarPlay could also be in the cards. **Also Consider** Mazda MX-5 Miata, Subaru BRZ, Toyota 86

Base Engine 1.4L/160-164-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 25-26/35-36 MPG 0-60 MPH: 6.3-6.5 SEC • Refreshed roadster with more driving fun

Fiat 500

Base Price $17,500-$34,500* **Body Type** Hatchback, conv

MINOR Last year Fiat added more standard equipment to the 500 hatch, including a rearview camera, upgraded brakes, and 16-inch alloy wheels. All models now get a 1.4-liter turbo-four, giving the standard 500 hatch and convertible more power. Abarth models offer a higher-output version of the same engine and a sportier suspension tune. For 2019, changes are limited to additional cosmetic updates and a possible special edition. **Also Consider** Mini Hardtop, Smart EQ Fortwo, Kia Soul

Base Engine 1.4L/135-160-hp/150-183-lb-ft turbo I-4
Opt Motor 111-hp/147-lb-ft electric
Drivetrain Front-engine, FWD
Transmission 5M; 6A; 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 24-28/32-33 MPG; EV RANGE: 84 MILES 0-60 MPH: 6.7-8.8 SEC* • Now with more turbocharged verve

Fiat 500L

Base Price $22,500* **Body Type** Hatchback

UNCHANGED The Fiat 500L got a refresh last year, including a revised exterior and FCA's Uconnect 4 multimedia system with a 7.0-inch touchscreen. For 2019, the 500L could receive keyless start, LED headlights, and active safety tech such as forward collision warning, automatic emergency braking, lane departure warning, and high-beam assist. Expect another special edition to join the lineup for 2019. **Also Consider** Mini Clubman, Subaru Impreza, Volkswagen Golf SportWagen

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 34%

EPA ECON CITY/HWY: 22/30 MPG 0-60 MPH: 8.6 SEC* • Oddly styled for the sake of practicality

Ford Fiesta

Base Price $15,000-$22,000* **Body Type** Sedan, hatch

UNCHANGED Ford has already introduced a redesigned Fiesta in Europe, but those changes won't make it here. Instead, Ford will stop selling the American version of the Fiesta as part of its plan to phase out most of its current car lineup. Production of the Fiesta will continue through May 2019, but don't expect Ford's smallest car to receive any significant updates between now and then. That's too bad because we always liked the Fiesta. **Also Consider** Honda Fit, Kia Rio, Toyota Yaris sedan

Base Engine 1.6L/120-hp/112-lb-ft I-4
Opt Engine 1.6L/197-hp/202-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 26-27/33-37 MPG 0-60 MPH: 6.2-9.5 SEC • A spunky subcompact that won't be around for long

*estimated

Ford Focus

Base Price $22,500* **Body Type** Hatchback

DISCONTINUED Production of the current-generation Focus stopped back in May. As with the Fiesta, Ford has no plans to replace the Focus sedan or hatchback with redesigned models. It will, however, import the high-riding Focus Active from China in the second half of 2019. Due to its 8.7-inch ground clearance, we are considering it a crossover. Come back for next month's SUV/Truck Buying Guide for more info. **Also Consider** Honda Civic, Mazda3, Chevrolet Cruze

Base Engine: 1.5L/145-hp/160-lb-ft turbo I-3*
Opt Engine: None*
Drivetrain Front-engine, FWD*
Transmission 8A*
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 30/40 MPG* 0-60 MPH: 8.5 SEC* • The first victim of Ford's shift away from cars

Ford Fusion

Base Price $23,500-$40,500* **Body Type** Sedan

MINOR Ford says it has no plans to redesign the Fusion, but it won't cancel the aging midsize sedan, either. The Fusion will continue in its current form for the next couple years. It's been refreshed for 2019, but visual changes are minimal. The biggest news: The 1.5-liter engine is standard on the SE trim and up. Ford's driver-assist technologies, including lane keeping assist and automatic emergency braking, are now standard across the line. **Also Consider** Honda Accord, Mazda6, Toyota Camry

Base Engine: 2.5L/175-hp/175-lb-ft I-4
Opt Engine: 1.5L/181-hp/185-lb-ft turbo I-4; 2.0L/245-hp/275-lb-ft turbo I-4; 2.7L/325-hp/380-lb-ft turbo V-6; 2.0L + elec 188-195 hp
Drivetrain Front-engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 17-43/26-41 MPG; PHEV: 42 MPG COMB; EV RANGE: 25 MILES* 0-60 MPH: 5.3-9.1 SEC • A sporty but dated midsize sedan

Ford GT

Base Price $453,750 **Body Type** Hatchback

UNCHANGED When Ford started taking orders for the GT, there wasn't supposed to be a 2019 model. The plan was to build 500 cars over two years and stop after 2018. Due to high demand, though, Ford decided to double production and keep building the GT through 2020. So another 500 customers can own the twin-turbo mid-engine supercar. A new '67 Heritage Edition honors the GT's history at Le Mans. **Also Consider** Ferrari 488, Lamborghini Aventador, McLaren 720S

Base Engine 3.5L/647-hp/550-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 11/18 MPG 0-60 MPH: 3.0 SEC • Ford's supercar is back

Ford Mustang

Base Price $27,000-$85,000* **Body Type** Coupe, conv

MINOR Ford's bringing back the California Special for 2019, but that's not the most exciting Mustang news this year. First, there's the special edition Mustang Bullitt, which commemorates the 50th anniversary of 1968's *Bullitt*. Then there's the track-focused Shelby GT500 packing a supercharged V-8 and a race-inspired aero kit. With more than 700 hp under the hood, the GT500 will be the most powerful production car Ford has ever built. **Also Consider** Chevrolet Camaro, Dodge Challenger

Base Engine 2.3L/320-hp/350-lb-ft turbo I-4
Opt Engine 5.0L/460-475-hp/420-lb-ft V-8; 5.2L/526-hp/429-lb-ft V-8; 5.2L/750-hp/700-lb-ft s'chg'd V-8*
Drivetrain Front-engine, RWD
Transmission 6M; 10A; 7-sp twin-cl auto*
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 10-21/19-32 MPG* 0-60 MPH: 3.5-6.3 SEC* • The original pony car, now a bona fide sports car

Ford Taurus

Base Price $29,000-$44,000* **Body Type** Sedan

UNCHANGED Ford won't kill off the American-market Taurus as quickly as the Fiesta, but the full-size sedan won't be around long. Production ends in March 2019. Until then, the Taurus will soldier on without the updates the Chinese-market car got. Keyless entry and 18-inch aluminum wheels are standard, but the SHO is still the Taurus to have. The optional Performance package adds stronger brakes and a sportier suspension. **Also Consider** Chevrolet Impala, Dodge Charger, Toyota Avalon

Base Engine 3.5L/288-hp/254-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 16-18/24-27 MPG 0-60 MPH: 5.2-7.2 SEC • Ford's last gasp at building a full-size sedan

Genesis G70

Base Price $34,000-$49,000* **Body Type** Sedan

ALL-NEW Introducing the compact sedan from the luxury arm of Hyundai Motor Group. Both the base 2.0-liter turbo-four and the optional twin-turbo V-6 are borrowed from the Kia Stinger. An eight-speed auto is standard, but the turbo-four also offers a six-speed manual. Performance options include a limited-slip differential, Michelin Pilot Sport tires, and Brembo brakes. Driver-assist features are standard. **Also Consider** Alfa Romeo Giulia, Mercedes-Benz C-Class, Audi A4

Base Engine 2.0L/252-hp/260-lb-ft turbo I-4
Opt Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A; 6M
Basic Warranty 5 years/60,000 miles

EPA ECON CITY/HWY: 18-22/25-30 MPG 0-60 MPH: 4.7-6.6 SEC* • A premium Korean sport sedan has arrived

*estimated

Genesis G80

Base Price $43,000-$60,500* **Body Type** Sedan

UNCHANGED The 3.3T Sport's features will now be available with the base 3.8-liter V-6 and include 19-inch sport wheels, sport exterior trim, dual exhaust tips, and more. The 5.0 Ultimate trim includes a microfiber suede headliner, a color head-up display, a 9.2-inch touchscreen, and a 17-speaker Lexicon audio system. Automatic emergency braking, lane keep assist, steering-responsive LED headlights, and adaptive cruise control are standard. **Also Consider** Lexus GS, Cadillac CTS, Audi A6

Base Engine 3.8L/311-hp/293-lb-ft V-6
Opt Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6; 5.0L/420-hp/383-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 15-18/23-26 MPG 0-60 MPH: 5.2-6.3 SEC • A spacious, safe, and luxurious premium alternative with lots of value

Genesis G90

Base Price $69,500-$75,500* **Body Type** Sedan

UNCHANGED Genesis' flagship G90 will continue to pester the luxury establishment. The full-size premium sedan is powered by a twin-turbo V-6 or a V-8 with rear- or all-wheel drive. All driver-assist features are standard and include automatic emergency braking, adaptive cruise control, lane keep assist, and driver attention alert. Nappa leather upholstery, a 22-way power driver's seat, and a 12.3-inch center display are also standard. **Also Consider** Lexus LS, Audi A8, BMW 7 Series

Base Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6
Opt Engine 5.0L/420-hp/383-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 34%

EPA ECON CITY/HWY: 15-17/23-24 MPG 0-60 MPH: 5.0-5.4 SEC • When comfort, luxury, and safety are top priorities

Honda Accord

Base Price $24,500-$36,000* **Body Type** Sedan

UNCHANGED The 10th-generation Honda Accord enters its second model year with two comparison test wins over the Camry. For 2019, the Accord won't likely see many changes. Most buyers will go with the 1.5-liter turbo-four, but the more powerful 2.0-liter turbo-four has a sub-6.0-second 0–60 time, and the hybrid offers nearly 50 mpg. The hybrid Accord's base price is thousands lower than that of the last-gen hybrid. **Also Consider** Toyota Camry, Chevrolet Malibu, Mazda6

Base Engine 1.5L/192-hp/192-lb-ft turbo I-4
Opt Engine 2.0L/252-hp/273-lb-ft turbo I-4; 2.0L I-4 + elec, 212 hp
Drivetrain Front-engine, FWD
Transmission 6M; CVT; 10A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: ISP
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 22-47/32-47 MPG 0-60 MPH: 5.7-7.6 SEC • Honda magic in midsize-sedan form

Honda Civic

Base Price $20,000-$36,000* **Body Type** Sedan, coupe, hatch

MINOR After three years on the market, the Honda Civic is ready for a few updates. We expect the 2019 Civic to offer a larger 8.0-inch touchscreen and—at last—the return of a volume knob. At the top of the range is the sporty Civic Type R hatchback, which recently won a comparison test over a WRX STI Type RA, Golf R, and Focus RS. Looking for a Prius-challenging Civic hybrid? It's back, but it's now wearing Insight badges. **Also Consider** Chevrolet Cruze, Hyundai Elantra, Mazda3

Base Engine 2.0L/158-hp/138-lb-ft I-4
Opt Engine 1.5L/174-180-hp/162-167-lb-ft turbo I-4; 1.5L/205-hp/192-lb-ft turbo I-4; 2.0L/306-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 22-32/28-42 MPG 0-60 MPH: 5.0-8.6 SEC • A spacious and quick compact car stalwart

Honda Clarity

Base Price $34,500* **Body Type** Sedan

UNCHANGED Honda's alternative powertrain technologies power the Clarity trio of sedans. The plug-in hybrid boasts a 47-mile EPA-rated EV-only range before the engine kicks in. There's also a fully electric model, which sacrifices overall range (just 89 miles) for a midsize-sedan interior you won't find in a Bolt EV or Leaf. Like the EV, the fuel cell model (with a 366-mile range) can only be leased. **Also Consider** Toyota Mirai, Chevrolet Bolt EV, Ford Fusion Energi

Base Engine 1.5 I-4 + elec, 212 hp
Opt Motor 161-hp/221-lb-ft electric; 174-hp/221-lb-ft electric
Drivetrain Front-engine, FWD
Transmission 1A; CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 32%

EPA ECON: 42 MPG COMBINED; EV RANGE: 47 MILES (PHEV), 366 MILES (FC) 0-60 MPH: 7.8-8.0 SEC* • Three ways to go green–in sedan form

Honda Fit

Base Price $17,085-$19,055 **Body Type** Hatchback

UNCHANGED The Fit enters 2019 with auto high-beams now on trims with Honda's package of active safety tech. Also, Platinum Pearl White exterior paint replaces White Orchid Pearl. The Fit, which is subcompact on the outside but surprisingly spacious inside, received subtle exterior changes, a new Sport model, and a 7.0-inch touchscreen with Apple CarPlay and Android Auto on most trims for 2018. **Also Consider** Kia Rio, Nissan Versa Note, Chevrolet Sonic

Base Engine 1.5L/128-130-hp/113-114-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 29-33/36-40 MPG 0-60 MPH: 7.9-8.9 SEC • Where practicality and fun meet

*estimated

Honda Insight

Base Price $23,725-$28,985 **Body Type** Sedan

ALL-NEW The Insight returns to the Honda lineup as a compact sedan. The hybrid-only four-door is essentially a Civic Hybrid sedan, but the Insight adds unique styling touches. Although the non-hybrid Civic models are already efficient, Honda says the Insight will be EPA-rated at 55 mpg in the city, a figure that's well above the bigger Accord Hybrid's 47 mpg. Every Insight will have LED headlights and a standard package of active safety tech. **Also Consider** Toyota Prius, Kia Niro, Hyundai Ioniq

Base Engine 1.5L I-4 + elec, 151 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 51-55/45-49 MPG 0-60 MPH: 8.5 SEC* • Drives like a Civic, sips like a Prius

Honda Odyssey

Base Price $31,085-$47,965 **Body Type** Minivan

UNCHANGED Honda's seven- and eight-passenger people mover returns unchanged after a full redesign last year. All Odysseys are powered by a 280-hp V-6—most trims use a nine-speed automatic; Touring and Elite get a 10-speed. Automatic emergency braking is standard on every Odyssey but the base LX. Higher trims offer CabinWatch, which uses a rear-facing camera to see what the kids in the rear two rows are doing. **Also Consider** Chrysler Pacifica, Kia Sedona, Toyota Sienna

Base Engine 3.5L/280-hp/262-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 9A; 10A
Seats/Cargo 7-8/140.7-144.9 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS TSP+
IntelliChoice 5-Year Retained Value 52%

EPA ECON CITY/HWY: 19/28 MPG 0-60 MPH: 6.6 SEC • The most spacious vehicle Honda offers

Hyundai Accent

Base Price $16,000* **Body Type** Sedan

UNCHANGED After a major redesign last year, the 2019 Hyundai Accent isn't expected to receive any major updates, though some features on the Limited trim, such as foglights and the bright chrome grille, could come to lower trims, following the industry's trickle-down trend. The Accent could also get new features such as LED headlights, a wireless charging pad, and additional active driver-assistance features. **Also Consider** Toyota Yaris, Kia Rio, Nissan Versa

Base Engine 1.6L/130-hp/119-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 28/37-38 MPG 0-60 MPH: 9.3 SEC • A sharp-looking, value-packed subcompact sedan

Hyundai Elantra

Base Price $18,000-$24,000* **Body Type** Sedan, hatchback

MINOR The Hyundai Elantra is due for a refresh soon. Expect the sedan to receive a revised exterior, including the brand's signature cascading grille and reshaped headlights. Higher-end models could receive the latest version of Hyundai's info-tainment system and LED headlights. Active driver-assistance features—automatic emergency braking and forward collision warning among them—could be made standard for 2019. **Also Consider** Honda Civic, Chevrolet Cruze, Subaru Impreza

Base Engine 2.0L/147-hp/132-lb-ft I-4
Opt Engine 1.4L/128-hp/156-lb-ft turbo I-4; 2.0L/161-hp/150-lb-ft I-4; 1.6L/201-hp/195-lb-ft turbo I-4
Drivetrain Front engine, FWD
Transmission 6M; 6A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP+ (sedan), TSP (hatchback)
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 22-32/29-40 MPG 0-60 MPH: 7.1-9.0 SEC • Bundles together value, efficiency, and technology

Hyundai Ioniq

Base Price $23,000-$30,500* **Body Type** Hatchback

MINOR The 2019 Hyundai Ioniq is available with Driver Attention Alert and high-beam assist. Midlevel SEL models get standard automatic emergency braking, lane keeping assist, and adaptive cruise control. Hyundai has also improved the voice command function on models with navigation. The Ioniq comes in three variants: a standard hybrid, a plug-in hybrid, and an all-electric model with 124 miles of range. **Also Consider** Toyota Prius, Chevrolet Volt, Honda Insight

Base Engine 1.6L I-4 + elec, 139 hp
Opt Motor 118-hp/218-lb-ft electric
Drivetrain Front-engine/motor, FWD
Transmission 6-sp twin-cl auto; 1A
Basic Warranty 5 years/60,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 43%

EPA CITY/HWY: 55-57/54-59 MPG; PHEV: 52 MPG COMB; EV RANGE: 29 MILES (PHEV), 124 MILES (EV) 0-60 MPH: 8.1-9.4 SEC • "Prius" in Korean

Hyundai Nexo

Base Price $500/month* lease only **Body Type** Hatchback

ALL-NEW Replacing the Tucson FCV is the Hyundai Nexo, a slick-looking hatchback with a new hydrogen fuel cell powertrain, a more powerful electric motor, and a dedicated platform. The Nexo can travel an estimated 370 miles on a full tank, more than 100 miles farther than its predecessor. New driver-assistance features such as the blind-spot view monitor and remote smart parking assist will be available. **Also Consider** Toyota Mirai, Honda Clarity, Chevrolet Bolt EV

Base Engine 161-hp/291-lb-ft electric
Opt Engine None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 5 years/60,000 miles

EV RANGE: 370 MILES* 0-60 MPH: 9.0 SEC* • Slick design meets hydrogen-fueled technology

*estimated

ANYWHERE
IS POSSIBLE.
ALL NEW
GRABBER™ A/T^X
Aggressive
All-Terrain
GRABBER™ APT
All-Weather
All-Purpose-Terrain
GRABBER™ X³
Mud, Dirt & Rock
Extreme Terrain
GT™
GENERAL TIRE
WWW.GENERALTIRE.COM

Hyundai Sonata

Base Price $23,000-$39,500* **Body Type** Sedan

MINOR In mid-2018, the Sonata lineup received the + trim with wireless phone charging and additional active safety tech such as automatic emergency braking and forward collision warning as standard on lower trims. Hybrid models were the last additions to the refreshed Sonata lineup and should carry over unchanged. For 2019, expect minor updates, possibly including standard active driver-assistance features on all models.
Also Consider Honda Accord, Toyota Camry, Nissan Altima

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/245-hp/260-lb-ft turbo I-4; 2.0L I-4 + elec, 193-202 hp
Drivetrain Front-engine, FWD
Transmission 6A; 8A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 42%

EPA CITY/HWY: 23-40/32-46 MPG; PHEV: 39 MPG COMB; EV RANGE: 28 MILES 0-60 MPH: 7.1-8.4 SEC • Practical transportation with style

Hyundai Veloster

Base Price $19,385-$30,000* **Body Type** Hatchback

MAJOR Now in its second generation, the Hyundai Veloster returns with a new base engine and a high-performance model called the Veloster N. That new flagship hot hatch trim will feature performance upgrades that add more power, wider performance tires, a mechanical limited-slip differential, and 19-inch alloy wheels. The Veloster Turbo returns with an updated 1.6-liter turbo I-4 featuring an overboost function.
Also Consider Volkswagen Golf, Honda Civic, Subaru Impreza

Base Engine 2.0L/147-hp/132-lb-ft I-4
Opt Engine 1.6L/201-hp/195-lb-ft turbo I-4; 2.0L/250-275-hp/260-lb-ft turbo I-4*
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles

EPA ECON CITY/HWY: 23-28/30-34 MPG* 0-60 MPH: 6.3-8.4 SEC* • Hyundai's quirky hatch gets spicier

Infiniti Q50

Base Price $36,500-$54,000* **Body Type** Sedan

UNCHANGED With a refresh last year, the Q50 won't likely get any major updates for 2019. The base Pure and midlevel Luxe trims come standard with a 2.0-liter turbo-four, and the Sport and Red Sport 400 trims pack a twin-turbo V-6. The Luxe trim—with the optional twin-turbo V-6—comes standard with 18-inch wheels, a moonroof, maple wood interior trim, and two touchscreens. The top 400-hp Red Sport can hit 60 mph in 4.5 seconds. **Also Consider** Alfa Romeo Giulia, Audi A4, Lexus IS

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/300-400-hp/295-350-lb-ft twin-turbo V-6; 3.5L V-6 + elec, 360 hp
Drivetrain Front-engine, RWD/AWD
Transmission 7A
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 19-27/26-32 MPG 0-60 MPH: 4.5-6.6 SEC • A stylish sport sedan that is often overlooked

Infiniti Q60

Base Price $41,000-$55,000* **Body Type** Coupe

UNCHANGED Like its Q50 sedan sibling, the Infiniti Q60 coupe probably will not get any significant changes for the new model year. It shares engines with its sedan counterpart (minus the hybrid), including the top 400-hp Red Sport engine. The base Pure trim comes equipped with 19-inch wheels, LED headlights and taillights, and two touchscreens. Adaptive cruise control and a 13-speaker Bose audio system are optional.
Also Consider BMW 4 Series, Audi A5, Lexus RC

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/300-400-hp/295-350-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 7A
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 19-22/26-30 MPG 0-60 MPH: 4.8-7.0 SEC* • A sleek and sexy coupe that turns heads

Infiniti Q70

Base Price $51,295-$68,595 **Body Type** Sedan

UNCHANGED Infiniti's largest, most expensive sedan drops the hybrid engine option for 2019. The long-wheelbase Q70L offers rear-seat perks such as reading lights, a 12-volt outlet, heated seats, an additional 6.0 inches of room, and more. New standard features include a Bose audio system, a surround-view camera system, front and rear parking sensors, and heated and ventilated front seats. **Also Consider** Volvo S90, Audi A6, Jaguar XF

Base Engine 3.7L/330-hp/270-lb-ft V-6
Opt Engine 5.6L/420-hp/417-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 7A
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 16-28/23-33 MPG 0-60 MPH: 4.9-6.0 SEC* • A large and luxurious flagship awaiting a redesign

Jaguar F-Type

Base Price $61,745-$126,845 **Body Type** Hatch, convertible

UNCHANGED Jaguar's F-Type sports car gets 18 new colors and new badging to signify rounded horsepower output (P300, P340, P380). A 10.0-inch touchscreen is standard, as are driver-assist features such as lane keep assist, traffic sign recognition, an adaptive speed limiter, automatic emergency braking, and more. The base P300 packs a 2.0-liter turbo-four, while the top SVR has a supercharged V-8. **Also Consider** Mercedes-AMG GT, Porsche 911, Chevrolet Corvette

Base Engine 2.0L/296-hp/295-lb-ft turbo I-4
Opt Engine 3.0L/340-380-hp/332-339-lb-ft s'chg'd V-6; 5.0L/550-575-hp/502-516-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 15-23/23-30 MPG 0-60 MPH: 3.3-5.4 SEC • A beautifully designed sports car with many variants to choose from

*estimated

Jaguar XE

Base Price $37,000-$56,000* **Body Type** Sedan

UNCHANGED The 592-hp XE SV Project 8 is the fastest production Jaguar ever, capable of speeds up to 200 mph. Otherwise, the nameplate won't get major updates. The optional turbodiesel is efficient, rated at 32/42 mpg with rear drive, but it's the slowest XE to 60 mph. An 8.0-inch touchscreen, 18-inch wheels, a sunroof, and 10-way power front seats are standard. AWD is available on all trims. **Also Consider** Audi A4, Alfa Romeo Giulia, Mercedes-Benz C-Class

Base Engine 2.0L/247-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/180-hp/318-lb-ft t-diesel I-4; 2.0L/296-hp/295-lb-ft turbo I-4; 3.0L/380-hp/332-lb-ft s'chg'd V-6; 5.0L/592-hp/516-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 20-32/29-42 MPG 0-60 MPH: 4.5-8.8 SEC • For when handling and sportiness are top priorities

Jaguar XF

Base Price $49,000-$71,500 **Body Type** Sedan, wagon

UNCHANGED The midsize XF will remain mostly unchanged for the new model year. Sedan and Sportbrake wagon styles will continue, the Sportbrake only available with a supercharged V-6. The sporty R-Sport trim includes a body kit, 19-inch wheels, adaptive LED headlights, and perforated leather seating with contrast stitching. The optional turbodiesel is rated at 42 mpg highway, and the top S model can hit 60 mph in 4.9 seconds. **Also Consider** Cadillac CTS, BMW 5 Series, Volvo S90

Base Engine 2.0L/247-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/180-hp/318-lb-ft t-diesel I-4; 2.0L/296-hp/295-lb-ft turbo I-4; 3.0L/380-hp/332-lb-ft s'chg'd V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 18-31/25-42 MPG 0-60 MPH: 4.9-9.5 SEC • A fun midsize premium option with an available wagon

Jaguar XJ

Base Price $76,500-$123,500* **Body Type** Sedan

UNCHANGED Available in standard and long-wheelbase forms, Jaguar's flagship sport sedan will not receive any major changes. The R-Sport and Portfolio models are powered by a supercharged V-6, but Supercharged models and the XJR575 pack a supercharged V-8. Full LED headlights, 19-inch wheels, a panoramic sunroof, heated and ventilated front and rear seats, a 12.3-inch instrument panel display, and a Meridian audio system are standard. **Also Consider** Lexus LS, BMW 7 Series, Audi A8

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 5.0L/470-575-hp/424-517-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 32%

EPA ECON CITY/HWY: 15-18/23-27 MPG 0-60 MPH: 3.7-5.4 SEC • A large, sexy sedan with winding-road prowess

Karma Revero

Base Price $131,400 **Body Type** Sedan

UNCHANGED The luxurious Revero can be called a plug-in hybrid, but it's easier to think of it as an electric car that uses a range extender. The Revero's 21.4-kW-hr battery is relatively small, giving it a range of only 37 miles, but the gasoline engine stretches that to 240 miles. Even though it isn't Tesla quick, the exceptional interior and impressive touchscreen infotainment system are truly world class. **Also Consider** Maserati Quattroporte, Porsche Panamera, Tesla Model S

Base Engine 2.0L turbo I-4 + elec, 403 hp/981 lb-ft
Opt Engine None
Drivetrain Front-engine, rear-motor, RWD
Transmission 1A
Basic Warranty 4 years/50,000 miles

EPA ECON: 20 MPG COMB; EV RANGE: 37 MILES; 0-60 MPH: 6.0 SEC • The Fisker Karma reborn

Kia Cadenza

Base Price $33,500* **Body Type** Sedan

UNCHANGED Kia's comfortable Cadenza enters the new model year unchanged with Premium, Technology, and Limited trims. An eight-speed automatic routes power from the standard V-6. Standard driver-assist features on the Technology trim include automatic emergency braking, adaptive cruise control, blind-spot monitoring with rear cross-traffic alert, high-beam assist, and lane departure warning with lane change assist. **Also Consider** Toyota Avalon, Chevrolet Impala, Nissan Maxima

Base Engine 3.3L/290-hp/253-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value: 37%

EPA ECON CITY/HWY: 20/28 MPG 0-60 MPH: 6.5 SEC • A comfortable and plush premium alternative offering lots of safety features

Kia Forte

Base Price $18,000-$23,000* **Body Type** Sedan

MAJOR Redesigned for 2019, the Forte receives a sportier look inspired by the Stinger, a new CVT, a standard 8.0-inch touchscreen, Apple CarPlay, Android Auto, and available wireless charging. With the available blind-spot monitoring system, lane keep assist, automatic emergency braking, and adaptive cruise control, Kia hasn't ignored safety. The longer, taller, and wider Forte also offers a 320-watt audio system. **Also Consider** Chevrolet Cruze, Hyundai Elantra, Honda Civic

Base Engine 2.0L/147-hp/132-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 27-30/35-38 MPG* 0-60 MPH: 7.1-8.7 SEC* • Ready for the competition with more tech, efficiency, and style

*estimated

Kia K900

Base Price $55,000* **Body Type** Sedan

MAJOR Kia redesigned its flagship for 2019. The K900 is now powered by the same twin-turbo V-6 found in the Stinger, and AWD is standard. Features include a 12.3-inch touchscreen, a 12.3-inch instrument cluster display, a 9.7-inch head-up display, and a heated and ventilated 20-way driver's seat. Driver-assist features include a surround-view monitor, automatic emergency braking, adaptive cruise control, and a new safe exit assist feature. **Also Consider** Volvo S90, Acura RLX, Cadillac XTS

Base Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front-engine, AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles

EPA ECON CITY/HWY: 17/24 MPG* 0-60 MPH: 5.3 SEC* • Luxury and safety gear wrapped in a redesigned package

Kia Niro

Base Price $24,500-$29,000* **Body Type** Wagon

UNCHANGED The 2019 hybrid and plug-in use the same 139-hp hybrid powertrain, also shared with the Hyundai Ionic. The plug-in's new battery pack allows for 26 miles of all-electric driving. A 7.0-inch touchscreen, Apple CarPlay, and Android Auto are standard. Adaptive cruise control, automatic emergency braking, and blind-spot monitoring system with rear cross-traffic alert are available. Look for a fully electric version soon. **Also Consider** Toyota Prius, Hyundai Ioniq, Honda Clarity Plug-In

Base Engine 1.6L I-4 + elec, 139 hp/195 lb-ft
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 40%

EPA CITY/HWY: 46-52/40-49 MPG; PHEV: 46 MPG COMB; EV RANGE: 26 MILES 0-60 MPH: 8.7-9.6 SEC* • Kia's Prius-fighting wagon

Kia Optima

Base Price $24,000-$36,000* **Body Type** Sedan

MINOR Kia has given the Optima a face-lift and updated it with more standard features, among them driver-assist tech such as automatic emergency braking, forward collision warning, driver attention warning, and lane keep assist with lane departure warning. Blind-spot monitoring with rear cross-traffic alert, a 7.0-inch touchscreen, Apple CarPlay, and Android Auto are also standard. Heated and ventilated front seats are optional. **Also Consider** Toyota Camry, Nissan Altima, Honda Accord

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/245-hp/260-lb-ft turbo I-4; 2.0L I-4 + elec, 192-202 hp/271-276 lb-ft
Drivetrain Front-engine, FWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 42%

EPA CITY/HWY: 22-39/31-46 MPG; PHEV: 40 MPG COMB; EV RANGE: 29 MILES 0-60 MPH: 7.3-8.4 SEC • Top safety scores and loads of tech

Kia Rio

Base Price $15,000-$19,500* **Body Type** Sedan, hatchback

UNCHANGED The subcompact Kia Rio sedan and hatch were redesigned last year. The Rio's top EX trim comes standard with automatic emergency braking, a rare feature in the segment. A 7.0-inch touchscreen with Apple CarPlay and Android Auto is available. For additional utility, opt for the hatchback and its 32.8 cubic feet of cargo space. The Rio provides great value, which helped it earn a nod as a 2018 Car of the Year finalist. **Also Consider** Hyundai Accent, Chevrolet Sonic, Honda Fit

Base Engine 1.6L/130-hp/119-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 28-29/37 MPG 0-60 MPH: 8.7 SEC • Inexpensive yet impressive

Kia Sedona

Base Price $28,000-$43,000* **Body Type** Minivan

MINOR Kia updated the Sedona's front and rear fascia, center stack, and instrument cluster and added a wireless phone charger, Driver Attention Warning, and a rear-seat entertainment system. The V-6 is now paired to an eight-speed auto. The Sedona received good crash safety scores and offers automatic emergency braking, blind-spot monitoring with rear cross-traffic alert, and adaptive cruise control. **Also Consider** Chrysler Pacifica, Honda Odyssey, Toyota Sienna

Base Engine 3.3L/276-hp/248-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 8A
Seats/Cargo 7-8, 142.0 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 18/24 MPG 0-60 MPH: 7.7 SEC* • Well-equipped and spacious to keep up with the competition

Kia Soul

Base Price $17,000-$33,500* **Body Type** Hatchback

UNCHANGED Before a likely 2020 redesign, the Kia Soul enters 2019 without any updates. On a full charge, the Soul EV has a driving range of 111 miles. This box on wheels boasts impressive cargo room at 61.3 cubic feet for non-EV models. Notable features include an 8.0-inch touchscreen, color-changing lights around the front door speakers, and Apple CarPlay and Android Auto compatibility. **Also Consider** Honda Fit, Volkswagen Golf, Nissan Kicks

Base Engine 1.6L/130-hp/118-lb-ft I-4
Opt Engine 2.0L/161-hp/150-lb-ft I-4; 1.6L/201-hp/195-lb-ft turbo I-4; 109-hp/210-lb-ft electric
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 7-sp twin-cl auto; 1A
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 24-26/30-31 MPG; EV RANGE: 111 MILES 0-60 MPH: 7.0-9.2 SEC* • A fun and practical alternative to crossovers

*estimated

Kia Stinger

Base Price $33,000-$41,500* **Body Type** Hatchback

UNCHANGED Kia's counter to German sport sedans made its debut last year; this year a 500-unit GT-based Atlantica edition joins the lineup. The base and Premium trims are powered by a 2.0-liter turbo-four, but GT models pack a potent 365-hp twin-turbo V-6. RWD is standard. The GT trim includes LED headlights, 19-inch wheels with summer tires, Brembo brakes, and black chrome exterior trim. **Also Consider** Audi A5 Sportback, BMW 4 Series Gran Coupe, Buick Regal GS

Base Engine 2.0L/255-hp/260-lb-ft turbo I-4
Opt Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 19-22/25-29 MPG 0-60 MPH: 4.7-6.6 SEC • A grand tourer with handling chops and power to rival the Europeans

Lamborghini Aventador

Base Price $425,000-$467,500* **Body Type** Coupe, convertible

UNCHANGED The Aventador is available in S Coupe and S Roadster models, with the Branding package standard. New options include a full-leather or full-Alcantara interior, Carbon skin combinations, and a new track telemetry system. Standard equipment includes 20-inch front and 21-inch rear wheels, four-wheel steering, carbon-ceramic brakes, Pirelli P Zero 2 tires, and magnetic pushrod suspension. **Also Consider** Ferrari 812 Superfast, McLaren 720S, Aston Martin DBS Superleggera

Base Engine 6.5L/730-hp/509-lb-ft V-12
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 7-sp auto-cl man
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 10/16-17 MPG 0-60 MPH: 2.6 SEC • An exotic coupe and roadster with almost unrivaled technology and performance

Lamborghini Huracán

Base Price $204,500-$279,500* **Body Type** Coupe, conv

UNCHANGED Lamborghini's V-10-powered model comes standard with AWD and is offered in RWD with slightly less power. The Performante is the quickest model. The base RWD model features 19-inch wheels, full-LED lighting inside and out, a 12.3-inch digital instrument cluster, and launch control. The Performante has a full-Alcantara interior, 20-inch forged wheels, and carbon-ceramic brakes. A front lifting system is optional. **Also Consider** Porsche 911 Turbo, Audi R8, Aston Martin DB11

Base Engine 5.2L/571-602-hp/398-413-lb-ft V-10
Opt Engine 5.2L/630-hp/443-lb-ft V-10
Drivetrain Mid-engine, RWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 13-14/19-21 MPG 0-60 MPH: 2.6-3.3 SEC* • A Lamborghini that tears up the track and the drag strip

Lexus ES

Base Price $40,000-$43,000* **Body Type** Sedan

MAJOR The 2019 Lexus ES has been redesigned on a new platform. For the first time the ES 350 will be available with an F Sport variant with adaptive variable suspension, a Sport+ mode, and an engine sound enhancement system. A more powerful 302-hp 3.5-liter V-6 is paired to an eight-speed automatic. The ES 300h hybrid gets more power and better fuel efficiency thanks to a new hybrid system coupled to a stronger 2.5-liter I-4. **Also Consider** Buick LaCrosse, Chrysler 300, Cadillac XTS

Base Engine 3.5L/302-hp/267-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 215 hp
Drivetrain Front-engine, FWD
Transmission 8A; CVT
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 22-47/31-45 MPG* 0-60 MPH: 6.0-7.5 SEC* • More polarizing design for added shock value (see page 86)

Lexus GS

Base Price $47,500-$85,500* **Body Type** Sedan

UNCHANGED Last year, the rear-drive midsize Lexus GS received some minor updates, including a name change for the GS 200t, now known as the GS 300. The GS F gets a 100-unit run of a 10th Anniversary Edition model, which comes with blue-painted brake calipers, a matte Nebula Gray exterior, blue leather front sport seats, and other goodies. Insiders say the aging Lexus GS could be on its way out of the lineup. **Also Consider** BMW 5 Series, Genesis G80, Volvo S90

Base Engine 2.0L/241-hp/258-lb-ft turbo I-4
Opt Engine 3.5L/311-hp/280-lb-ft V-6; 3.5L V-6 + elec, 338 hp; 5.0L/467-hp/389-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A; 6A; CVT
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 16-29/24-34 MPG 0-60 MPH: 4.4-7.3 SEC* • Still a great handler despite its age

Lexus IS

Base Price $39,500-$45,000* **Body Type** Sedan

UNCHANGED After the rear-drive compact IS 200t was renamed the IS 300 last year, the 2019 model only gets minor changes, including the availability of tri-beam LED headlights and Amazon Alexa compatibility with the Lexus Enform Remote system. Lexus has recalibrated the base 2.0-liter turbo-four and the eight-speed auto. Liquid Platinum replaces Silver Lining Metallic in the IS' exterior color palette. **Also Consider** BMW 3 Series, Mercedes-Benz C-Class, Genesis G70

Base Engine 2.0L/241-hp/258-lb-ft turbo I-4
Opt Engine 3.5L/260-311-hp/236-277-lb-ft V-6
Drivetrain Front-engine, RWD/AWD
Transmission 6A; 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 19-22/26-32 MPG 0-60 MPH: 5.3-7.0 SEC • The Lexus take on the Bimmer 3

*estimated

Lexus LC

Base Price $93,000-$97,500* **Body Type** Coupe

UNCHANGED The LC coupe was all-new last year. Apple CarPlay and Amazon Alexa integration are now standard across the lineup, and an improved onboard navigation system has been added. Suspension and steering system updates have been made. On the LC 500, the 10-speed automatic has been reprogrammed with a new shift logic, and the LC 500h's hybrid powertrain has been revised. **Also Consider** Mercedes-AMG GT, Maserati Gran Turismo, Porsche 911

Base Engine 5.0L/471-hp/398-lb-ft V-8
Opt Engine 3.5L V-6 + elec, 354 hp
Drivetrain Front-engine, RWD
Transmission 10A; 4A + CVT
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 16-26/26-35 MPG 0-60 MPH: 4.7-5.0 • Arguably the most desirable Lexus yet

Lexus LS

Base Price $76,000-$85,500* **Body Type** Sedan

MINOR Apple CarPlay and Amazon Alexa integration are now standard on the 2019 Lexus LS. An upgraded active safety suite is standard, and the optional Lexus Safety System+ A adds lane change assist. The Executive package adds 20-inch alloy wheels, and a new exterior color, Satin Cashmere Metallic, is available. You can now get the white interior option, the Luxury package, and the Mark Levinson audio system all on one car. **Also Consider** Mercedes-Benz S-Class, BMW 7 Series, Audi A8

Base Engine 3.5L/416-hp/442-lb-ft twin-turbo V-6
Opt Engine 3.5L + elec, 354 hp
Drivetrain Front-engine, RWD/AWD
Transmission 10A; 4A + CVT
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 18-25/27-33 MPG 0-60 MPH: 5.2-6.5 SEC* • Wild looks now with twin-turbo power

Lexus RC

Base Price $42,000-$66,000* **Body Type** Coupe

UNCHANGED Last year, Lexus renamed the rear-drive RC 200t the RC 300 and increased the horsepower on models equipped with the 3.5-liter V-6 engine. For the 10th anniversary of its "F" subbrand, Lexus will offer a 250-unit RC F edition with blue front sport seats; blue accents on the shift knob, steering wheel, and dash; an embossed headliner; a matte Nebula Gray exterior color; 19-inch black alloy wheels; and blue brake calipers. **Also Consider** BMW 4 Series, Audi A5, Infiniti Q60

Base Engine 2.0L/241-hp/258-lb-ft turbo I-4
Opt Engine 3.5L/260-311-hp/236-280-lb-ft V-6; 5.0L/467-hp/389-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A; 6A
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 16-22/25-32 MPG 0-60 MPH: 4.3-7.0 SEC* • Looks intimidating enough to scare the neighbor kids

Lincoln Continental

Base Price $46,500* **Body Type** Sedan

UNCHANGED Because of Ford's decision to cut all sedans from its U.S. lineup, the long-term future of the Lincoln Continental is uncertain. It should, however, be safe for at least the next year. There's also a chance that Lincoln will give the comfortable cruiser a mild refresh that includes rear-hinged "suicide" rear doors. That probably won't happen for the 2019 model year, but the car might get a few tweaks here and there. **Also Consider** Acura RLX, Genesis G80, Cadillac XTS

Base Engine 3.7L/305-hp/280-lb-ft V-6
Opt Engine 2.7L/335-hp/380-lb-ft twin-turbo V-6; 3.0L/400-hp/400-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 16-18/24-27 MPG 0-60 MPH: 5.4-7.0 SEC* • A storied Lincoln nameplate with an uncertain future

Lincoln MKZ

Base Price $36,500-$45,000 **Body Type** Sedan

UNCHANGED Like the Continental, the future of the MKZ is up in the air. The fact that the MKZ is much older than its stable-mate further complicates things. Odds are it will stick around until production of the platform-sharing Ford Fusion ends in a few years. Once that happens, it's a good bet the MKZ will get canceled, too. Until then, don't expect any big changes aside from some trim shuffling and a name change (back to Zephyr). **Also Consider** Buick LaCrosse, Kia Cadenza, Lexus ES

Base Engine 2.0L/245-hp/275-lb-ft turbo I-4
Opt Engine 2.0L + elec, 188 hp/129 lb-ft; 3.0L/350-400-hp/400-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 17-41/26-38 MPG 0-60 MPH: 5.2-8.7 SEC • A sedan in limbo as the proliferation of SUVs continues

Lotus Evora

Base Price $93,500-$104,500* **Body Type** Hatchback

UNCHANGED While we wait for the next-generation Elise to arrive in 2020, the Evora is the only production Lotus available in the U.S. The 400-hp Evora 400 can be had as either a two-seater or a 2+2, but the Evora Sport 410 doesn't get a rear seat. A six-speed manual is standard. Options such as a six-speed automatic, cruise control, and power-adjustable seats can turn this lightweight sports car into a surprisingly livable daily driver. **Also Consider** Alfa Romeo 4C, Jaguar F-Type, Porsche 911

Base Engine 3.5L/400-410-hp/302-lb-ft s'chg'd V-6
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 16-17/24 MPG 0-60 MPH: 4.0-4.2 SEC* • Lightweight, mid-engine, and a blast to drive

*estimated

Maserati Ghibli

Base Price $74,500-$82,500* **Body Type** Sedan

UNCHANGED Maserati has updated the Ghibli with new 20- and 21-inch wheels, additional tri-coat paints, new Pieno Fiore full-grain leather, new interior trims, and a redesigned shifter. All models are powered by a twin-turbo V-6, but the S and S Q4 versions are tuned to produce more power. Adaptive cruise control with lane centering, automatic emergency braking, blind-spot monitoring, and traffic sign recognition are available. **Also Consider** Audi A7, BMW 6 Series, Mercedes-Benz

Base Engine 3.0L/345-hp/369-lb-ft twin-turbo V-6
Opt Engine 3.0L/424-hp/428-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 16-17/24 MPG 0-60 MPH: 4.6-5.5 SEC* • A sport sedan with lots of style and Italian flair

Maserati GranTurismo

Base Price $136,500-$152,500 **Body Type** Coupe, convertible

UNCHANGED The GranTurismo got a refresh last year and will likely enter 2019 unchanged. Maserati's rear-drive flagship is one of the best-sounding cars available today, especially with the transmission in Manual mode. The four-seater is equipped with adaptive HID headlights, an 8.4-inch touchscreen, and optional carbon-fiber sport seats. The MC (Maserati Corsa) features an optional carbon-fiber hood. **Also Consider** Aston Martin Vantage, Mercedes-AMG GT, Porsche 911

Base Engine 4.7L/454-hp/384-lb-ft V-8
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 13/20-21 MPG 0-60 MPH: 4.6-4.8 SEC* • A flagship that cares more about style and bravado than numbers

Maserati Quattroporte

Base Price $107,500-$140,000* **Body Type** Sedan

UNCHANGED For 2019, the Quattroporte gets new tri-coat paint colors, new 20-inch wheels, full-grain leather seating, additional interior trims, and more. The S and all-wheel-drive S Q4 models are powered by a twin-turbo V-6, and the GTS packs a twin-turbo V-8. An 8.4-inch touchscreen, Apple CarPlay, and Android Auto are standard, and a 15-speaker Bowers & Wilkins audio system is optional. **Also Consider** Porsche Panamera, Mercedes-AMG GT 4-Door Coupe, BMW B6 Alpina

Base Engine 3.0L/424-hp/428-lb-ft twin-turbo V-6
Opt Engine 3.8L/523-hp/524-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 15-16/22-23 MPG 0-60 MPH: 4.2-4.5 SEC* • A stylish and ferocious-sounding Italian luxury sedan

Mazda3

Base Price $19,000* **Body Type** Sedan, hatch

MAJOR The Mazda3 will get a redesign this year, with a more premium cabin and a design that draws heavily on the Kai concept first seen at the 2017 Tokyo auto show. Available with a manual or automatic transmission, the Mazda3 will also be the first car to use Mazda's ultra-advanced Skyactiv-X engine. It will be as much as 30 percent more fuel efficient than the 2.0-liter Skyactiv-G engine and offer up to 30 percent more torque. **Also Consider** Honda Civic, Kia Forte, Chevrolet Cruze

Base Engine 2.0L/155-hp/150-lb-ft I-4*
Opt Engine 2.0L/190-hp/180-lb-ft* s'chg'd I-4*
Drivetrain Front-engine, FWD/AWD*
Transmission 6M; 6A*
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 27-33/37-48 MPG* 0-60 MPH: 7.0-8.4 SEC* • One of the best compact cars gets better

Mazda6

Base Price $23,000* **Body Type** Sedan

MINOR Mazda recently gave its midsize sedan an update, adding a 2.5-liter turbocharged engine on higher trims and revamping the interior. Exterior changes are subtle. The Signature package adds Nappa leather, suedelike accents, wood trim, and several driver-assistance features that increase the Mazda6's premium appeal. Sadly, the turbo version can't be paired with a manual transmission. **Also Consider** Honda Accord, Subaru Legacy, Toyota Camry

Base Engine 2.5L/187-hp/186-lb-ft I-4
Opt Engine 2.5L/227--250hp/310-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 23-26/31-35 MPG 0-60 MPH: 6.4-7.9 SEC • Fun to drive and now almost a luxury car in Signature form

Mazda MX-5 Miata

Base Price $26,500-$34,000* **Body Type** Convertible, targa

MINOR Mazda has updated the MX-5 Miata for 2019. Along with an improved suspension, upgraded internals allow the engine to rev higher and make more power. An extra 26 horsepower brings the total up to 181. (That's an impressive 18 percent boost.) The cabin has also been refreshed with nicer interior materials, a telescoping steering wheel, automatic emergency braking, and a few other creature comforts. **Also Consider** Fiat 124 Spider, Subaru BRZ, Toyota 86

Base Engine 2.0L/181-hp/151-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 26/33-35 MPG* 0-60 MPH: 5.5-6.3* SEC • Mazda's popular roadster, now with more power

*estimated

McLaren 570

Base Price $187,400-$211,300 **Body Type** Coupe, conv, hatch

UNCHANGED McLaren offers three versions of the 570, none of which will see major changes this year. The core 570S won our 2016 Best Driver's Car competition thanks to its engaging driving dynamics and impressive performance. The glass-roofed 570GT can now be ordered with a sport package that improves the grand tourer's handling. McLaren also offers a track package for the 570S Spider for improved lap times. **Also Consider** Audi R8, Aston Martin Vantage, Mercedes-AMG GT

Base Engine 3.8L/562-hp/443-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 16/23 MPG 0-60 MPH: 2.8-2.9 SEC* • An incredibly connected, engaging driver's car

McLaren 720S

Base Price $288,845 **Body Type** Coupe

UNCHANGED As part of McLaren's Super Series, the 720S is supposed to be the middle child, with the Ultimate Series being the world-beating hypercars. Apparently, no one told McLaren—the 720S is one of the quickest cars we've ever tested. It will hold its own against the 918 Spyder in the quarter mile, and it set a production car lap record at Willow Springs' big track. For less than $300,000, that's incredible. **Also Consider** Lamborghini Aventador, Ferrari 488, Porsche 911

Base Engine 4.0L/710-hp/568-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 15/22 MPG 0-60 MPH: 2.5 SEC • A million-dollar hypercar for one-third the price

Mercedes-AMG GT

Base Price $113,500-$158,000* **Body Type** Coupe, convertible

MINOR The automaker's flagship sports car gains a new GT S Roadster, and the GT C Coupe comes with standard heated and ventilated seats. GT, GT S, and GT C are available in coupe and convertible, but the GT R is a coupe only. Standard features include a limited-slip rear differential, AMG sport suspension, and AMG performance seats. The GT R comes with a nine-setting traction control system. **Also Consider** Porsche 911, Aston Martin Vantage, Nissan GT-R

Base Engine 4.0L/469-hp/465-lb-ft twin-turbo V-8
Opt Engine 4.0L/515-577-hp/494-516-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 15-16/20-22 MPG 0-60 MPH: 3.4-3.9 SEC* • Another model in AMG's 911-fighting lineup

Mercedes-AMG GT 4-Door Coupe

Base Price $99,000-$160,000* **Body Type** Sedan

ALL-NEW This is Mercedes-AMG's new four-door flagship. The midsize fast-roofed sedan variant comes powered by a new turbocharged mild-hybrid I-6 engine in the GT 53 model or by the automaker's ubiquitous twin-turbo V-8 in GT 63 models. Notable features include an all-wheel-drive system with a Drift mode, rear-wheel steering, adjustable air suspension, a Race mode, and dual 12.3-inch displays. **Also Consider** Porsche Panamera, Maserati Quattroporte, BMW M6 Gran Coupe

Base Engine 3.0L turbo I-6 + elec, 429-hp/384-lb-ft
Opt Engine 4.0L/577-630-hp/590-664-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD
Transmission 9A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 17-19/27-29 MPG* 0-60 MPH: 3.0-4.5 SEC* • Large super sedans, beware–AMG just joined the party

Mercedes-Benz A-Class

Base Price $33,000-$35,000* **Body Type** Sedan

ALL-NEW Mercedes' front-drive-based entry-luxury A-Class will soon be available in the U.S. for the first time. The sedan shares a platform with the CLA and is offered with 64-color ambient lighting, dual 10.3-inch free-standing displays, and a touchpad controller. Driver-assist tech includes adaptive cruise control, automatic emergency braking, and active steering assist. Saying "Hey Mercedes" activates the voice control system. **Also Consider** Audi A3, Kia Stinger, Acura TLX

Base Engine 2.0L/224-hp/258-lb-ft turbo I-4*
Opt Engine None
Drivetrain Front-engine, FWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 25-26/33-38 MPG* 0-60 MPH: 6.0-6.5 SEC* • Small, upscale, and full of tech

Mercedes-Benz C-Class

Base Price $41,500-$82,500* **Body Type** Sedan, coupe, conv

MINOR C 300 and AMG C 43 models receive a small power bump for the new model year. The rest of its compact car lineup gets new driver-assist tech, redesigned front and rear bumpers, standard Apple CarPlay and Android Auto connectivity, a new leather-wrapped steering wheel, and new standard 17-inch twin five-spoke wheels. A 12.3-inch digital instrument cluster display, a 10.3-inch touchscreen, and head-up display are optional. **Also Consider** Audi A4, BMW 3 Series, Alfa Romeo Giulia

Base Engine 2.0L/255-hp/273-lb-ft turbo I-4
Opt Engine 2.0L turbo I-4 + elec, 275 hp/443 lb-ft; 3.0L/385-hp/384-lb-ft twin-turbo V-6; 4.0L/469-503-hp/479-516-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 7A; 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 44%

EPA CITY/HWY: 17-24/22-33 MPG; PHEV: 30 MPG COMB; EV RANGE: 9 MILES 0-60 MPH: 4.0-6.7 SEC • Keeping up in a competitive segment

*estimated

Mercedes-Benz CLA-Class

Base Price $34,000-$52,000* **Body Type** Sedan

UNCHANGED The AMG CLA 45 now includes Premium and Convenience packages and 19-inch wheels. The sedan is powered by a 2.0-liter turbo-four with 208 hp for the CLA 250 and 375 hp for the CLA 45. Notable non-AMG features include a self-parking system, adjustable suspension, a Driver Assistance package, and a Harman Kardon audio system. The CLA 45 can be optioned with a limited-slip front differential and adaptive damping. **Also Consider** Audi A3, Acura ILX, Buick Regal

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/375-hp/350-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 23-24/30-37 MPG 0-60 MPH: 4.2-6.3 SEC • A smaller, cheaper C-Class alternative with an optional high-output turbo-four

Mercedes-Benz CLS-Class

Base Price $70,000-$95,000* **Body Type** Sedan

MAJOR Mercedes redesigned the CLS with new powertrains, tech, and safety. CLS 450 and AMG CLS 53 models will be available first and use a new turbocharged I-6 engine with a mild hybrid system good for 362 hp in the base CLS 450 model and 429 hp for the AMG. Features include dual 12.3-inch instrument cluster and center touchscreens, a Burmester High-End audio system, massaging front seats, and illuminated turbine-look air vents. **Also Consider** Audi A7, BMW 6 Series, Jaguar XJ

Base Engine 3.0L turbo I-6 + elec, 362 hp/369 lb-ft
Opt Engine 3.0L turbo I-6 + elec, 429 hp/384 lb-ft
Drivetrain Front-engine, RWD/AWD
Transmission 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 21-22/27-30 MPG* 0-60 MPH: 4.4-5.1 SEC* • Overhauled with more tech, safety, and style than ever before

Mercedes-Benz E-Class

Base Price $54,000-$108,000* **Body** Sedan, coupe, wag, conv

MINOR Mercedes' midsize car gets two new variants: the E 350e plug-in and the AMG E 53. Thanks to a power increase from 329 to 362 hp, the E 400 is now the E 450. The E 53 and CLS 53 share a turbo I-6 with a mild hybrid system. Other updates include a new steering wheel, enhanced driver-assist tech, a Rear Seat Safety package, and 19-inch AMG wheels. AMG coupes and cabriolets get a 12.3-inch digital instrument cluster. **Also Consider** BMW 5 Series, Audi A6, Jaguar XF

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/362-396-hp/369-384-lb-ft twin-turbo V-6; 3.0L turbo I-6 + elec, 429 hp/384 lb-ft; 3.0L twin-turbo V-6 + elec, 436 hp/479 lb-ft; 4.0L/603-hp/627-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 15-22/22-30 MPG* 0-60 MPH: 3.0-6.5 SEC • Expanding the already impressive E-Class lineup

Mercedes-Benz S-Class

Base Price $91,000-$252,000* **Body Type** Sedan, coupe, conv

MINOR The S-Class lineup gets a plug-in hybrid variant, the S 560e, capable of running on all-electric energy for about 25 miles. A newly available Exclusive Edition and two new AMG steering wheels are also added for the new model year. Maybach models feature new two-tone paint combinations and new exclusive Nappa leather interior colors and stitching. Besides the plug-in, the S-Class is available in S 560, S 63, and S 65 variants. **Also Consider** BMW 7 Series, Audi A8, Lexus LS

Base Engine 3.0L/362-hp/369-lb-ft twin-turbo V-6
Opt Engine 3.0L twin-turbo V-6 + elec, 436 hp/479 lb-ft*; 4.0L/463-603-hp/516-664-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD/AWD
Transmission 7A; 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 36%

EPA ECON CITY/HWY: 13-25/21-31 MPG*; PHEV: 28 MPG COMB; EV RANGE: 25 MILES* 0-60 MPH: 3.4-5.0 SEC* • The full-size sedan benchmark

Mercedes-Benz SL-Class

Base Price $89,500-$223,000* **Body Type** Convertible

UNCHANGED Mercedes' luxurious, iconic SL roadster is quick; the base twin-turbo V-6-powered SL 450 hits 60 mph in 4.6 seconds, and it gets better from there. A twin-turbo V-12 powers the top AMG SL 65. A retractable hard top with a panoramic roof, adaptive and steering-responsive LED headlights, automatic emergency braking, Apple CarPlay, Android Auto, and a Harman Kardon audio system are standard. **Also Consider** Porsche 911, Jaguar F-Type, Maserati GranTurismo

Base Engine 3.0L/362-hp/369-lb-ft twin-turbo V-6
Opt Engine 4.7L/449-hp/516-lb-ft twin-turbo V-8; 5.5L/577-hp/564-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 7A; 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 13-20/22-28 MPG 0-60 MPH: 3.9-4.6 SEC* • An enduring grand touring roadster benchmarked by many

Mercedes-Benz SLC-Class

Base Price $49,500-$62,500 **Body Type** Convertible

UNCHANGED The AMG SLC 43 gets 23 more horsepower and now includes dual-zone climate control and automatic high-beam assist standard. The base SLC 300's 2.0-liter turbo-four remains the same. The two-seater comes standard with 18-inch wheels, an integrated rollbar, active LED headlights, and a 7.0-inch touchscreen. The SLC 43 can be optioned with adaptive damping and an AMG styling package. **Also Consider** Audi TT, Porsche 718 Boxster

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/385-hp/384-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD
Transmission 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 20-25/29-32 MPG 0-60 MPH: 4.5-5.6 SEC* • Get one soon; Mercedes is reportedly killing it off

*estimated

Base Engine 2.5L/188-hp/180-lb-ft I-4
Opt Engine 2.0L/248-hp/273-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 41%

Nissan Altima

Base Price $24,500-$35,000* **Body Type** Sedan **MAJOR** Nissan's midsize family sedan has been redesigned for 2019. For the first time in the U.S., all-wheel drive is available on all versions equipped with the base engine. The V-6 has also been dropped in favor of Nissan's ultra-advanced turbo-four. The new engine, available only on front-drive models, can vary its compression ratio to improve power or fuel economy depending on the situation. Nissan's extra comfy Zero Gravity seats are standard. **Also Consider** Honda Accord, Subaru Legacy, Toyota Camry

EPA ECON CITY/HWY: 24-29/35-40 MPG* 0-60 MPH: 6.0-8.3 SEC* • A comfortable commuter offering an advanced engine

Mini Clubman

Base Price $25,750-$36,750 **Body Type** Wagon

UNCHANGED The Mini Clubman carries over unchanged for 2019 but gets three new trim levels. Classic models come with a 6.5-inch screen, a rearview camera, and Bluetooth. Midlevel Signature grade models add 17-inch alloy wheels, heated front seats, and a panoramic sunroof. The loaded Iconic grade adds an 8.8-inch touchscreen, LED headlights, navigation, 18-inch alloy wheels, and leather upholstery. **Also Consider** Hyundai Elantra GT, Volkswagen Golf SportWagen, Subaru Impreza

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3
Opt Engine 2.0L/189-228-hp/207-258-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission 6M; 6A; 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 21-24/30-33 MPG 0-60 MPH: 6.4-8.3 SEC • The quirky British wagon packs character and spunk

Mini Hardtop/Convertible

Base Price $23,750-$37,750 **Body Type** Hatchback, convertible

MINOR The 2019 Mini Hardtop and Convertible feature a refreshed exterior with a subtle front fascia update and new LED taillights patterned after the Union Jack. The base Classic model comes standard with a rearview camera, a 6.5-inch screen, and Bluetooth. Midgrade Signature models get you 16-inch alloy wheels and heated front seats, and the range-topping Iconic model adds navigation and an 8.8-inch touch-screen. **Also Consider** Fiat 500, Volkswagen Golf, Mazda3

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3
Opt Engine 2.0L/189-228-hp/207-236-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 4 years/50,000 miles
Safety IIHS: 4 Stars
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 22-28/31-38 MPG 0-60 MPH: 6.0-7.4 SEC* • Flaunts its Britishness every time it brakes

Mitsubishi Mirage

Base Price $14,500-$17,500* **Body Type** Hatchback, sedan

UNCHANGED Mitsubishi's most affordable model adds a new Limited trim, and all trims get cruise control and silver seat stitching. The midlevel SE trim comes with Apple CarPlay and Android Auto, and the GT gets HID headlights and heated front seats. A 300-watt Rockford Fosgate audio system is an option. The three-cylinder engine is efficient, delivering 43 highway mpg. The G4 is the subcompact Mirage's pricier sedan variant. **Also Consider** Kia Rio, Nissan Versa, Chevrolet Sonic

Base Engine 1.2L/78-hp/74-lb-ft I-3
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; CVT
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 33-37/40-43 MPG 0-60 MPH: 11.0-12.0 SEC* • A no-frills starting point for shoppers needing cheap wheels

Nissan 370Z

Base Price $30,875-$46,575 **Body Type** Coupe, conv

UNCHANGED Despite sales of sport coupes falling and no major updates since it was introduced, the 370Z soldiers on. Nissan has no plans to stop selling its decade-old sports car even though few would be surprised if it did. Following last year's minor face-lift, the 2019 model gets two new colors, a standard auto-dimming rearview mirror, and some minor shuffling of the options packages. **Also Consider** Chevrolet Camaro, Ford Mustang, Toyota 86/Subaru BRZ

Base Engine 3.7L/332-hp/270-lb-ft V-6
Opt Engine 3.7L/350-hp/276-lb-ft V-6
Drivetrain Front-engine, RWD
Transmission 6M; 7A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 17-19/24-26 MPG 0-60 MPH: 4.9-5.2 SEC • An outdated sports car that quickly gets expensive

*estimated

Nissan GT-R

Base Price $101,500-$177,000* **Body Type** Coupe

UNCHANGED Like the 370Z, the GT-R has been on sale for more than 10 years. Nissan has steadily updated and improved its supercar killer in that time, and with those improvements has come a higher price tag. Late last year, Nissan partially reversed that trend with a $10,000 drop in base price. A few updates from the new NISMO GT3 race car could trickle down to the regular GT-R, but don't expect a redesigned model to arrive any time soon. **Also Consider** Audi R8, Mercedes-AMG GT, Porsche 911

Base Engine 3.8L/565-hp/467-lb-ft twin-turbo V-6
Opt Engine 3.8L/600-hp/481-lb-ft twin-turbo V-6
Drivetrain Front-engine, AWD
Transmission 6-sp twin-cl auto
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 54%

EPA ECON CITY/HWY: 16/22 MPG 0-60 MPH: 2.9 SEC • A dated but still incredibly quick supercar

Nissan Leaf

Base Price $31,000-$37,000* **Body Type** Hatchback

MINOR Nissan redesigned its best-selling EV for 2018, giving it a lot more than just new sheetmetal and the updated corporate grille. The new motor makes 40 hp and 49 lb-ft more than it did before, and the car offers better features and a more refined driving experience. The Leaf's 151-mile range is 40 percent better than the previous version. For 2019, Nissan plans to add a long-range battery option that will go about 225 miles on a charge. **Also Consider** Chevrolet Bolt EV, Hyundai Kona EV

Base Motor 147-hp/236-lb-ft electric
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 22%

EV RANGE: 151-225 MILES* 0-60 MPH: 7.5 SEC • One of the most affordable electric cars on the market

Nissan Maxima

Base Price $34,500-$42,000* **Body Type** Sedan

MINOR Nissan's full-size sedan will get a face-lift for 2019, with the most noticeable changes coming to the front and rear ends. Expect the restyled fascia to be influenced by the look of the new Altima, with the rear getting updated taillights and a sporty quad exhaust. Inside, the Maxima should get Nissan's latest active driver aids and an updated infotainment system. There's also a chance the VC-Turbo four-cylinder might replace the V-6. **Also Consider** Buick LaCrosse, Kia Stinger, Toyota Avalon

Base Engine 3.5L/300-hp/261-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 21/30 MPG 0-60 MPH: 5.7 SEC • More fun to drive than a full-size sedan has any right to be

Nissan Sentra

Base Price $18,000-$27,000* **Body Type** Sedan

UNCHANGED The Sentra hasn't had a redesign since 2013, so it would make sense for Nissan to reveal a new model soon. It doesn't look like that will happen for 2019, though. Still, the existing model's cabin is more spacious than the exterior would suggest, and the Sentra's low base price makes it more affordable than many of its competitors. For an added dose of fun, Nissan offers the Sentra in a 188-horsepower NISMO version. **Also Consider** Chevrolet Cruze, Mazda3, Toyota Corolla

Base Engine 1.8L/124-hp/125-lb-ft I-4
Opt Engine 1.6L/188-hp/177-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 25-29/30-37 MPG 0-60 MPH: 7.3-10.0 SEC • An affordable and spacious but aging sedan

Nissan Versa

Base Price $13,000-$19,000* **Body Type** Sedan, hatchback

UNCHANGED Like with the Sentra, Nissan hasn't updated the Versa sedan or the hatchback version, the Versa Note, in quite some time. Even if it isn't as new as its competitors, the Versa deserves credit for being one of the least expensive new cars available in the U.S. Another thing age hasn't changed: The Versa is also exceptionally spacious for its class, offering impressive passenger and cargo room. **Also Consider** Honda Fit, Kia Rio, Toyota Yaris

Base Engine 1.6L/109-hp/107-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 26-31/35-39 MPG 0-60 MPH: 9.8-10.3 SEC • One of the best cheap-transport deals out there

Porsche 718 Boxster/Cayman

Base Price $58,000-$90,000* **Body Type** Coupe, conv

UNCHANGED Porsche recently introduced the GTS variants of the 718 Boxster and Cayman with a 15-hp bump and popular performance options. For 2019, the previously optional sports exhaust is standard. We also expect Porsche to bring back the Boxster Spyder and Cayman GT4. Power will likely come from a detuned version of the 911 GT3's naturally aspirated flat-six, not the turbo-four used in other Boxster and Cayman models. **Also Consider** Audi TT, BMW 2 Series, Jaguar F-Type

Base Engine 2.0L 300-hp/280-lb-ft turbo flat-four
Opt Engine 2.5L/350-365-hp/309-317-lb-ft turbo flat-4; 4.0-liter/400-hp/320-lb-ft flat-6*
Drivetrain Mid-engine, RWD
Transmission 6M; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 59%

EPA ECON CITY/HWY: 16-22/24-29 MPG* 0-60 MPH: 3.4-4.8 SEC* • Porsche's mid-engine sports car, now in more flavors

*estimated

Porsche 911

Base Price: $92,500-$294,500* **Body Type** Coupe, conv

MINOR After introducing the track-focused 911 GT3 and even more hardcore 911 GT2 RS last year, Porsche adds the 911 GT3 RS to its lineup for 2019. It's less powerful than the turbocharged GT2 RS but is the most powerful naturally aspirated car Porsche has ever sold. That means there are now 24 variants of the 911. Next year, look for Porsche to introduce a redesigned 911, presumably as a 2020 model. **Also Consider** Aston Martin Vantage, Lotus Evora 400, Mercedes-AMG GT

Base Engine 3.0L/370-hp/331-lb-ft twin-turbo flat-6
Opt Engine 3.0L/420-450-hp/368-405-lb-ft twin-turbo flat-6; 3.8L/540-700-hp/486-553-lb-ft twin-turbo flat-6; 4.0L/514-hp/346-lb-ft flat-6
Drivetrain Rear-engine, RWD/AWD
Transmission 6M; 7M; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 58%

EPA ECON CITY/HWY: 13-22/18-30 MPG* 0-60 MPH: 2.5-3.9* SEC • The legendary 911 continues to evolve

Porsche Panamera

Base Price $86,000-$189,500* **Body Type** Hatchback, wagon

MINOR Porsche finally added a Turbo S E-Hybrid version of the Panamera Sport Turismo, so it now sells a wagon that can hit 60 mph quicker than some mid-engine supercars. Don't expect many changes for 2019, though. There are numerous available powertrains, and buyers looking for additional legroom will like the Panamera Executive's stretched wheelbase. It's nearly 6.0 inches longer than the regular Panamera. **Also Consider** Aston Martin Rapide, Audi A7, Mercedes-Benz CLS-Class

Base Engine 3.0L/330-hp/331-lb-ft turbo V-6
Opt Engine 2.9L/440-hp/405-lb-ft twin-turbo V-6; 4.0L 550-hp/567-lb-ft twin-turbo V-8; 2.9L twin-turbo V-6 + elec, 462 hp/516 lb-ft; 4.0L twin-turbo V-8 + elec, 680 hp/626 lb-ft
Drivetrain Front-engine RWD/AWD
Transmission 8-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 18-21/23-28 MPG; EV RANGE: 14-16 MILES 0-60 MPH: 2.8-5.4 SEC* • One of the quickest, most capable daily drivers

Rolls-Royce Dawn/Wraith

Base Price $322,500-$350,000* **Body Type** Coupe, conv

UNCHANGED The Wraith coupe and Dawn convertible are currently the automaker's only coupe and convertible offerings. The Wraith hits 60 mph in 4.1 seconds, making it the quickest Rolls-Royce. The Wraith and Dawn are highly customizable with a large selection of exterior and interior color combinations, coachlines (paint stripes), veneers, wood paneling, headlining, doors sills, and headrest embroidery. **Also Consider** Bentley Continental GT, Aston Martin DB11, Mercedes-AMG SL 65

Base Engine 6.6L/563-624-hp/605-lb-ft twin-turbo V-12
Opt Engine 6.6L/593-624-hp/620-642-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 12/18-19 MPG 0-60 MPH: 4.1-4.6 SEC* • What to buy when the Bentley Continental GT is too common

Rolls-Royce Ghost

Base Price $305,000-$340,000* **Body Type** Sedan

UNCHANGED The Ghost comes in regular and long-wheelbase variants and offers a more powerful Black Badge version. Available driver-assist tech includes adaptive cruise control, night vision, a head-up display, and lane departure warning. Rear-seat passengers can entertain themselves with the Rear Theatre package, store bottles in the rear cool box, and take shade in the rear curtain kit. **Also Consider** Bentley Flying Spur, BMW M760i xDrive, Mercedes-Maybach S 650

Base Engine 6.6L/563-hp/605-lb-ft twin-turbo V-12
Opt Engine 6.6L/603-hp/620-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 12/18 MPG 0-60 MPH: 4.4 SEC • Rolls-Royce's most "affordable" model is quick and packed with first-class luxury

Rolls-Royce Phantom

Base Price $420,500-$495,000* **Body Type** Sedan

UNCHANGED Rolls-Royce's flagship sedan won't likely see any major updates until the coupe and convertible arrive. The exclusive Phantom is propelled by a twin-turbo V-12 and offers almost endless customization and personalization. Notable features include a 24-carat gold-plated Spirit of Ecstasy, teak decking, a starlight headliner, a wooden glassware cabinet, and a Phantom luggage set. **Also Consider** Bentley Mulsanne, Mercedes-Maybach S 650, BMW M760i xDrive

Base Engine 6.6L/563-hp/664-lb-ft twin-turbo V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 12/19 MPG 0-60 MPH: 4.8 SEC* • The definition of automotive luxury

Smart EQ Fortwo

Base Price $24,500-$29,000* **Body Type** Hatchback, conv

UNCHANGED The Fortwo is a two-seater and the only EV on the market with a convertible model. Changes will be minimal for 2019. The driving range is rated at 57 to 58 miles on a full charge, and charging a depleted battery takes three hours using a Level 2 charger. The top Prime trim comes with a panoramic sunroof (coupe), black leather upholstery, heated seats, an optional 7.0-inch touchscreen, and Android Auto. **Also Consider** Fiat 500e, Mini Hardtop, Chevrolet Bolt EV

Base Motor 80-hp/118-lb-ft electric
Opt Motor None
Drivetrain Rear-motor, RWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 17%

EV RANGE: 57-58 MILES 0-60 MPH: 9.0-10.3 SEC • A pint-sized car that's great for short trips in the big city

*estimated

Subaru BRZ

Base Price $26,500-$34,500* **Body Type** Coupe

UNCHANGED Last year, Subaru added the BRZ tS, with a carbon-fiber wing, a high-performance suspension, Brembo brakes, a front strut brace, and a lower crossmember brace. Limited and tS variants also got an upgraded multimedia system with a 7.0-inch touchscreen, navigation, and Android Auto and Apple CarPlay. A limited-run special edition could join the lineup for 2019 with unique design cues. **Also Consider** Toyota 86, Mazda MX-5 Miata, Hyundai Veloster Turbo

Base Engine 2.0L/200-205-hp/151-156-lb-ft flat-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 20-24/27-33 MPG 0-60 MPH: 6.3-7.7 SEC • Balance and agility in perfect form

Subaru Impreza

Base Price $19,500-$37,000* **Body Type** Sedan, hatchback

MINOR The standard Impreza will likely carry over unchanged save for more exterior colors and new standard equipment. For performance fiends, the 2019 WRX and WRX STI get a limited-run (1,000 samples) Series.Gray edition featuring a Cool Gray Khaki exterior and black badges and side mirror caps. Apple CarPlay and Android Auto now come standard. WRX STI models get a 5-hp bump thanks to some engine updates. **Also Consider** Honda Civic, Chevrolet Cruze, Hyundai Elantra

Base Engine 2.0L/152-hp/145-lb-ft flat-4
Opt Engine 2.0L/268-hp/258-lb-ft turbo flat-4; 2.5L/310-hp/290-lb-ft turbo flat-4
Drivetrain Front-engine, AWD
Transmission 5M; 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 16-28/22-38 MPG 0-60 MPH: 5.7-9.2 SEC • All-weather traction, practicality, safety, and efficiency all in one package

Subaru Legacy

Base Price $23,000-$33,000* **Body Type** Sedan

UNCHANGED Last year the midsize Legacy got a midcycle refresh with exterior styling tweaks, a revised multimedia system with Android Auto and Apple CarPlay, and an 8.0-inch touch-screen on higher trims. This year should usher few changes; a new generation could debut in about a year alongside the rede-signed Outback—each riding on Subaru's Global Platform and powered by the updated 2.5-liter flat-four from the 2019 Forester. **Also Consider** Nissan Altima, Honda Accord, Toyota Camry

Base Engine 2.5L/175-hp/174-lb-ft flat-4
Opt Engine 3.6L/256-hp/247-lb-ft flat-6
Drivetrain Front-engine, AWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 20-25/28-34 MPG 0-60 MPH: 7.0-9.2 SEC • Understated and nearly invisible on the road

Tesla Model 3

Base Price $45,000-$78,000* **Body Type** Sedan

MINOR After beginning production of its most affordable model late last year, Tesla announced plans to add a $5,000 dual-motor option to the Model 3 this year. There will also be an all-wheel-drive performance version that Tesla says will cost $78,000 and outperform a BMW M3. Unfortunately for many reservation holders, we're still waiting for production of the long-promised $35,000 version with the smaller battery. **Also Consider** Chevrolet Bolt EV, Hyundai Kona EV, Nissan Leaf

Base Motor 271-hp/307-lb-ft electric
Opt Motor 400-hp/450-lb-ft electric*
Drivetrain RWD/AWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 43%

EV RANGE: 310 MILES 0-60 MPH: 3.5-4.8 SEC* • Production ramps up on the EV that could change the world

Tesla Model S

Base Price $76,000-$136,500* **Body Type** Hatchback

UNCHANGED Tesla recently stopped selling the Model S with rear-wheel drive. A dual-motor powertrain is the only option on cars with the 75- or 100-kW-hr battery pack. The Ludicrous Speed package is now included on the high-performance version, the P100D. Despite the Model S only receiving one refresh since it went on sale in 2012, the P100D variant is still the quickest car we've ever tested. **Also Consider** Jaguar I-Pace, Karma Revero, Porsche Panamera 4 E-Hybrid

Base Motors 328-hp/387-lb-ft dual electric
Opt Motor 417-hp/487-lb-ft dual electric*; 680-hp/791-lb-ft dual electric
Drivetrain AWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EV RANGE: 259-335 MILES 0-60 MPH: 2.3-4.2 SEC* • The car that created the luxury EV segment

Toyota 86

Base Price $27,500-$29,500* **Body Type** Coupe

UNCHANGED The Toyota 86 got a new GT trim and a special GT Black model, which added a black rear wing and side mirror covers. GT models come with features such as heated front seats, a 4.2-inch instrument cluster, and keyless entry/start. Expect the 2019 edition to carry over unchanged save for another possible special edition with styling cues to distinguish it from the base and GT trims. **Also Consider** Subaru BRZ, Mazda MX-5 Miata, Hyundai Veloster Turbo

Base Engine 2.0L/200-205-hp/151-156-lb-ft flat-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 21-24/28-32 MPG 0-60 MPH: 6.2-7.7 SEC • Teaching a new generation how to drift

*estimated

Toyota Avalon

Base Price $36,420-$43,720 **Body Type** Sedan

MAJOR The redesigned 2019 Toyota Avalon gets an aggressive new look and is also more powerful than its predecessor. Toyota's Entune 3.0 infotainment system adds Apple CarPlay, Amazon Alexa, and a 9.0-inch touchscreen. Two suspension tunes are available, a comfort-oriented one in the XLE and Limited grades and a performance-minded one in the XSE and Touring models, the latter of which also offers a Sport+ mode. **Also Consider** Nissan Maxima, Kia Cadenza, Chrysler 300

Base Engine 3.5L/301-hp/267-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 215 hp
Drivetrain Front-engine, FWD
Transmission 8A; CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 22-43/31-44 MPG* 0-60 MPH: 6.0-7.4 SEC* • The big sedan is now standard with a gaping maw

Toyota Camry

Base Price $25,000-$36,000* **Body Type** Sedan

UNCHANGED After a redesign last year, the Toyota Camry isn't expected to get many changes for 2019 except for an updated multimedia system with CarPlay and Amazon Alexa integration similar to the units found in the new Avalon and Corolla hatchback. However, Android Auto is still not in the cards. The 2019 model could also get Toyota Safety Sense 2.0 as standard across the lineup, replacing Toyota Safety Sense P. **Also Consider** Honda Accord, Nissan Altima, Hyundai Sonata

Base Engine 2.5L/203-206-hp/184-186-lb-ft I-4
Opt Engine 3.5L/301-hp/267-lb-ft V-6; 2.5L I-4 + elec, 208 hp
Drivetrain Front-engine, FWD
Transmission 8A; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 22-51/32-53 MPG 0-60 MPH: 5.8-7.6 SEC • Still the America's most popular sedan

Toyota Corolla

Base Price $19,620-$23,910 **Body Type** Sedan, hatchback

MAJOR The Toyota Corolla iM has been redesigned as the Corolla hatchback. With Toyota's TNGA platform, the new hatch is powered by a 168-hp 2.0-liter I-4 paired to a new six-speed manual or a new CVT. Toyota's Entune 3.0 infotainment system gets Apple CarPlay and Amazon Alexa integration. A new Corolla sedan is expected to follow in late 2018 with updates similar to the hatch's. Expect clearance deals on the outgoing sedan. **Also Consider** Honda Civic, Chevrolet Cruze, Hyundai Elantra

Base Engine 1.8L/132-140-hp/126-128-lb-ft I-4
Opt Engine 2.0L/168-hp/151-lb-ft I-4
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 27-32/35-42 MPG* 0-60 MPH: 8.0-9.9 SEC* • The most sensible compact car, now with some style

Toyota Mirai

Base Price $59,500* **Body Type** Sedan

UNCHANGED The Toyota Mirai will likely carry over for 2019 but could receive Toyota Safety Sense 2.0 as standard equipment. Availability could also expand beyond California as hydrogen fuel stations come online in other areas. With a full tank, the Mirai can travel up to 312 miles before needing to refuel. As before, the 2019 Mirai should come as a single fully loaded model. **Also Consider** Honda Clarity Fuel Cell, Hyundai Nexo, Chevrolet Bolt EV

Base Motor 151-hp/247-lb-ft electric
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 27%

EV RANGE: 312 MILES 0-60 MPH: 8.6 SEC • The future of the automobile looks very sci-fi

Toyota Prius

Base Price $24,500-$28,500* **Body Type** Hatchback

MINOR Last year, the Prius received a larger 11.6-inch touchscreen for the Four and Four Touring trims. For 2019, the Prius and Prius Prime could get the latest version of Toyota's Entune multimedia system from the Avalon and Corolla hatch, adding Apple CarPlay and Amazon Alexa integration as standard. Toyota could also add Toyota Safety Sense 2.0, which adds lane tracing assist and road edge detection. **Also Consider** Hyundai Ioniq, Chevrolet Volt, Honda Insight

Base Engine 1.8L I-4 + elec, 121 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 54-58/50-53 MPG; PHEV: 54 MPG COMB; EV RANGE: 25 MILES 0-60 MPH: 9.7-10.0 SEC • Efficiency and polarizing looks

Toyota Prius C

Base Price $21,500* **Body Type** Hatchback

UNCHANGED Last year's refresh gained the Toyota Prius C some body cladding, and Toyota Safety Sense C and a rearview camera were also added. For 2019, the Prius C is expected to carry over unchanged save for some trim level updates and a special edition with unique styling cues. The Prius C might not see another generation because the standard Prius is now more efficient and subcompact car sales are declining. **Also Consider** Hyundai Ioniq, Kia Niro, Toyota Prius

Base Engine 1.5L I-4 + elec, 99 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 48/43 MPG 0-60 MPH: 10.6 SEC • The most affordable hybrid available tries to look rugged

*estimated

Toyota Prius V

Base Price $27,570 **Body Type** Wagon

DISCONTINUED The Toyota Prius V has been discontinued. With the addition of the RAV4 Hybrid, the Prius V became less desirable because it isn't a crossover. A new generation could arrive riding on Toyota's TNGA platform in the future, but like the 2018–2019 Prius C, it'll likely have a more rugged look. If a next-gen Prius V arrives in the U.S., expect it to use the same 176-hp unit found in the Lexus UX. **Also Consider** Kia Niro, Toyota RAV4 Hybrid, Nissan Rogue Hybrid

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety IIHS: TSP+

EPA ECON CITY/HWY: 43/39 MPG 0-60 MPH: 10.1 SEC • The utilitarian Prius gets put out to pasture

Toyota Sienna

Base Price $32,000-$46,500* **Body Type** Minivan

UNCHANGED Last year the Toyota Sienna received a refresh that added a revised front fascia and the Entune 3.0 multimedia interface. Apple CarPlay and Amazon Alexa integration are now standard, and all-wheel drive is now available in the SE trim. Blind-spot warning, rear cross-traffic alert, and keyless entry/start are now available in the LE trim as part of a package, and the SE grade can now be had with a JBL audio system and navigation. **Also Consider** Honda Odyssey, Chrysler Pacifica, Kia Sedona

Base Engine 3.5L/296-hp/263-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 3 years/36,000 miles
Seats/Cargo: 7-8; 150 cu ft
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 18-19/24-27 MPG 0-60 MPH: 7.1 SEC • Toyota's spacious minivan adds useful updates

Toyota Supra

Base Price $65,000* **Body Type** Coupe

ALL-NEW The new Toyota Supra was co-developed alongside BMW's Z4 roadster and will feature a powerful twin-turbo I-6 engine that could be paired exclusively to an eight-speed automatic. Additional goodies such as a limited-slip differential and adaptive suspension might be optional. Expect some commonalities between the Supra and the Z4, especially in the interior, where both cars could use similar infotainment systems. **Also Consider** Porsche 911, Chevrolet Corvette, Jaguar F-Type

Base Engine 3.0L/382-hp/369-lb-ft turbo I-6*
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 18/25 MPG* 0-60 MPH: 4.3 SEC* • An icon modernized to take on the world's best

Toyota Yaris

Base Price $16,500-$19,500* **Body Type** Sedan, hatchback

MINOR The refreshed Toyota Yaris iA, now called the Yaris sedan, gets three trim levels: L, LE, and XLE. Automatic emergency braking and a 7.0-inch touchscreen are standard. LED headlights, leatherette upholstery, automatic climate control, and a rear spoiler are available on higher trims. Within the next year, Toyota could reveal a redesigned Yaris hatchback underpinned by the TNGA platform. The sedan is a Mazda2 under the skin. **Also Consider** Hyundai Accent, Honda Fit, Kia Rio

Base Engine 1.5L/106-hp/103-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; 4A; 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 30-32/35-40 MPG 0-60 MPH: 8.9-10.9 SEC • Affordable transportation that's more feature-packed

Volkswagen Arteon

Base Price $37,000* **Body Type** Hatchback

ALL-NEW Whether you call it a "four-door coupe" or a sedan, the Arteon is for CC drivers seeking something more spacious. Powered by a 268-hp 2.0-liter turbo-four with FWD or AWD, the Arteon offers massaging front seats, a panoramic sunroof, a power-operated trunk, a digital instrument cluster, and a parking assist system. Standard features include LED headlights plus Apple CarPlay and Android Auto on an 8.0-inch touchscreen. **Also Consider** Audi A5, Kia Cadenza, Toyota Avalon

Base Engine 2.0L/268-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 6 years/72,000 miles

EPA ECON CITY/HWY: 24-25/33-34 MPG* 0-60 MPH: 5.5-5.7 SEC* • VW goes upmarket again

Volkswagen Beetle

Base Price $21,500-$29,500* **Body Type** Hatchback, conv

UNCHANGED Blind-spot monitoring and rear cross-traffic alert are now standard on every Beetle, which enters 2019 without Dune and Coast variants. Still, the Beetle is one of the most affordable new convertibles today. Its iconic style remains, offering VW buyers another inexpensive option beyond the Golf and Jetta. With the Turbo model long gone, VW fans who want livelier driving must resort to the more powerful Golf GTI. **Also Consider** Volkswagen Golf, Kia Soul, Mini Hardtop

Base Engine 2.0L/174-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 6 years/72,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 26/33 MPG 0-60 MPH: 7.3-7.4 SEC • Iconic style remains, but will we ever see a next-gen model?

*estimated

START DEAD BATTERIES.™

ULTRASAFE® LITHIUM JUMP STARTERS.

NOCO®

no.co

ALSO TRY

MULTI-PURPOSE **BATTERY CHARGERS**

CHARGE SMART.

Base Engine 1.4L/147-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; 8A
Basic Warranty 6 years/72,000 miles
IntelliChoice 5-Year Retained Value 45%

Volkswagen Jetta

Base Price $19,395-$25,265 **Body Type** Sedan **MAJOR** With affordable pricing and pleasant exterior styling, the redesigned Jetta offers cool features including a digital instrument cluster and 10-color ambient lighting. You can feel a hint of the chassis' German DNA even though VW went to a less-elegant torsion-beam rear suspension. For now, a 147-hp 1.4-liter turbo-four powers all Jettas, and a manual is only available on the S trim. Count on a more powerful GLI model to arrive before long. **Also Consider** Honda Civic, Chevrolet Cruze, Mazda3

EPA ECON CITY/HWY: 30/40 MPG 0-60 MPH: 8.3-8.6 SEC* • Like a bigger Golf with a trunk–in a good way

Volkswagen Golf

Base Price $22,000-$41,000* **Body Type** Hatchback
MINOR Our 2015 Car of the Year enters 2019 with updates across the line. The Golf S and SE (as well as FWD SportWagens) are now powered by the Jetta's 1.4L turbo. The S gets blind-spot monitoring, rear cross-traffic alert, and automatic emergency braking standard. All Golf GTIs now make 230 hp and have upgraded brakes. A 3,000-unit Rabbit is a new GTI trim, and the Golf R offers 40 exclusive colors. **Also Consider** Honda Civic hatch, Hyundai Elantra GT, Mazda3 hatch

Base Engine 1.4L/147-hp/184-lb-ft turbo I-4
Opt Engine 1.8L/170-hp/184-199-lb-ft turbo I-4; 2.0L/230-hp/258-lb-ft turbo I-4; 2.0L/292-hp/280-lb-ft turbo I-4; 134-hp/214-lb-ft electric
Drivetrain Front-engine, FWD/AWD
Transmission 6M; 8A; 6-sp twin-cl auto; 7-sp twin-cl auto; 1A
Basic Warranty 6 years/72,000 miles (e-Golf: 3/36,000) **Safety** NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 21-28/29-40 MPG*; EV RANGE: 125 MILES 0-60 MPH: 5.7-9.1 SEC • Updated and still incredibly versatile

Volkswagen Passat

Base Price $25,000-$30,000* **Body Type** Sedan
UNCHANGED The Passat, our 2012 Car of the Year, enters 2019 with a simplified lineup. The Wolfsburg trim includes 17-inch alloy wheels, a 6.3-inch touchscreen with Apple CarPlay and Android Auto, leatherette seats, automatic emergency braking, and blind-spot monitoring. A new SE R-Line trim has 19-inch wheels, navigation, adaptive cruise control, lane departure mitigation, and a Fender sound system. The powerful V-6 option is gone. **Also Consider** Honda Accord, Mazda6

Base Engine 2.0L/174-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 6 years/72,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 25/36 MPG 0-60 MPH: 8.0 SEC* • Spacious midsizer refocuses on the heart of the segment

Volvo S60/V60

Base Price $38,000-$50,000* **Body Type** Sedan, wagon
MAJOR The S60 sedan and V60 wagon enter the new model year redesigned on a new platform. Engines are borrowed from the XC60 with the exception of a plug-in hybrid powertrain that should be offered later. Available equipment includes a 12.3-inch instrument cluster display, a Bowers & Wilkins stereo, a self-parking system, the Pilot Assist semi-autonomous drive system, and a standard panoramic moonroof (on the V90). **Also Consider** Acura TLX, Audi A4, Alfa Romeo Giulia

Base Engine 2.0L/250-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/316-hp/295-lb-ft s'chg'd and turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 24-26/33-36 MPG* 0-60 MPH: 5.2-6.0 SEC* • Redesigned and ready for the best Europe has to offer

Volvo S90/V90

Base Price $49,000-$69,000 **Body Type** Sedan, wagon
UNCHANGED Volvo's largest sedan and wagon will get a few minor updates. The S90 sedan is offered in the U.S. only in long-wheelbase form, and the V90 wagon is available as a Cross Country model with standard AWD. New standard features include leatherette seating surfaces, a 12.3-inch digital instrument cluster, heated front seats (AWD only), and heated windshield washer nozzles. **Also Consider** Audi A6, BMW 5 Series, Mercedes-Benz E-Class

Base Engine 2.0L/250-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/316-hp/295-lb-ft s'chg'd and turbo I-4; 2.0L s'chg'd and turbo I-4 + elec, 400-hp/472 lb-ft
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 38%

EPA CITY/HWY: 22-26/29-34 MPG; PHEV: 29 MPG COMB; EV RANGE: 21 MILES 0-60 MPH: 4.8-6.5 SEC* • Swedish style never looked so good

*estimated

HIGH-FLYING SAVINGS

Offer Valid July 1 - September 30, 2018

GET UP TO $80 BACK

By mail-in rebate with the purchase of a set of four select Goodyear® tires.*

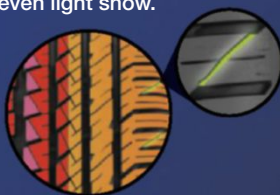
Double your rebate up to $160 with your Goodyear® credit card.**

	Base Rebate Amount	Rebate with Goodyear® Credit Card
Assurance® ComforTred® Touring, Assurance® WeatherReady™, Wrangler® All-Terrain Adventure with Kevlar®, Wrangler MT/R® with Kevlar®, Eagle® F1 Asymmetric All-Season, Eagle® F1 SuperCar®, Eagle® F1 ROF, All other Eagle® F1 family tires	$80	$160
Wrangler TrailRunner AT®	$70	$140
Assurance® MaxLife, Eagle® Sport All-Season	$60	$120
Assurance® All-Season, Assurance® Fuel Max®, Assurance®CS Fuel Max®, Wrangler DuraTrac®, Wrangler Fortitude HT®, Wrangler SR-A®	$40	$80

EAGLE® F1 ASYMMETRIC ALL-SEASON

ULTRA HIGH PERFORMANCE ALL-SEASON

The dual-compound tread technology is designed to combine race-inspired grip and handling in warm weather with confident all-season traction in the wet, cold and even light snow.

- **Outboard Dry Zone** for enhanced dry handling.
- **Inboard All-Season Zone** helps evacuate water and slush.
- **Traction Teeth** increase rain and light snow traction.
- **Tredlock Technology** Microgrooves lock together for improved handling.

WRANGLER TRAILRUNNER AT®

ON-/OFF-ROAD ALL-TERRAIN

TIRE RACK Consumer Recommended

Designed to combine durability with confident traction in all conditions. The aggressive tread pattern aids grip in loose terrain and saw-tooth block edges and multi-angle sipes provide traction in slippery and snowy conditions.

See www.tirerack.com/specials for complete details and rebate form.

*This Card is issued by Sunrise Banks N.A., Member FDIC, pursuant to a license from MasterCard International Incorporated. MasterCard is a registered trademark of MasterCard International Incorporated. This card may be used everywhere MasterCard debit cards are accepted. Registration, activation, acceptance, or use of this card constitutes acceptance of the terms and conditions stated in the Prepaid Card Agreement. Prepaid Cards will not have cash access, expire after 6 months, and other terms, conditions, and fees may apply. See Prepaid Card for details. See tirerack.com/specials for complete rebate details and mail-in rebate form. Additional terms and conditions apply.

**Subject to credit approval. Get up to an $80 rebate on a qualifying purchase or increase your rebate up to $160 when the purchase is made on the Goodyear Credit Card.

M-F 8am-8pm EST
SAT 9am-4pm EST

OFFICIAL TIRE & WHEEL SUPPLIER OF MOTOR TREND

GET UP TO A

$100 VISA® PREPAID CARD

WITH THE PURCHASE OF 4 QUALIFYING GENERAL TIRES* FROM

AUGUST 1-31, 2018

G-MAX™ RS

Ultra High Performance Summer *50 sizes in 16"-20"*

NEW Developed for drivers of sports cars, modern muscle cars and performance sedans who want responsive handling, high-speed cornering grip and traction in warm, dry or wet conditions. The tread pattern features StabiliTread Technology, creating a wider footprint with even contact pressure to maximize grip and tire life. **Wide, high-angle notches** help resist hydroplaning and provide confident grip in wet weather.

G-MAX™ AS-05

Ultra High Performance All-Season *55 sizes in 16"-22"*

Developed for drivers of sports cars, coupes and sedans looking for all-season performance prowess in the dry and wet. A silica-enhanced tread compound and wide, circumferential grooves provide wet traction and hydroplaning resistance, while strategically-designed block edges and sipes deliver light snow traction.

Large, stable shoulder blocks enhance lateral grip through turns and a **continuous center rib** provides solid on-center feel and responsive turn-in.

*$100 MAIL-IN REBATE Grabber™ X3, Grabber™ A/TX, Grabber™ APT, Grabber™ AT2

*$70 MAIL-IN REBATE Grabber™, Grabber™ HTS60, Grabber™ HD, G-MAX™ RS, G-MAX™ AS-05, G-MAX™ AS-03, Grabber™ UHP

*$50 MAIL-IN REBATE AltiMAX™ RT43, Ameritrac™, Ameritrac™ TR, Grabber™ HTS

Visit WWW.TIRERACK.COM/SPECIALS for redemption form and complete offer conditions and restrictions.

PURCHASE/Mail-In Rebate OFFER: Valid only with qualified purchase made in the 50 united states, D.C., or Puerto Rico between 08/01/2018 and 08/31/2018 or while supplies last. Void where prohibited by law. No rain checks. Valid with the original, dated, paid receipt for the purchase of four (4) new qualifying GENERAL TIRE Passenger or Light truck tires from a participating retail dealer and a completed redemption form. Offer may not be combined with any other offer, discount, rebate, or promotion. Tires must be purchased in a single transaction. Offer form must be postmarked or submitted online by 09/30/18. Offer not valid on purchase by wholesalers, dealer, fleets, OEM customers, or other commercial entities. Requests from those with an invalid or undeliverable mailing address will be denied. Limit two (2) General Tire Visa Prepaid Cards per household. Visa prepaid card is given to you as a reward, refund, rebate or gift and no money has been paid by you for the card. Card is issued by MetaBank®, Member FDIC, pursuant to a license from visa U.S.A. Inc. No cash access or recurring payments. Can be used everywhere Visa debit cards are accepted. Card valid for up to 12 months: unused funds will be forfeited at midnight est the last day of the month of the valid thru date. Card terms and conditions apply, see myprepaidcenter.Com/site/visa-promo. Not responsible for late, lost, stolen, misdirected, illegible, mutilated, or postage due mail or inability to connect to the website. Any taxes, fees or costs are sole responsibility of the recipient. Allow 8-12 weeks for fulfillment. Each time you use the card, the amount of the transaction will be deducted from the amount of your available balance. Card will be issued in the name on the redemption form only. Expiration date of card is stamped on the front of card and listed on card carrier. Subject to applicable law. Card is non-transferable and non-refundable. Additional terms and conditions apply to the card. See card program website for details. Warning: tampering with, altering, or falsifying purchase information constitutes fraud and could result in state and federal prosecution.

888-372-8473 M-F 8am-8pm EST SAT 9am-4pm EST

OFFICIAL TIRE & WHEEL SUPPLIER OF MOTOR TREND

A HUGE SELECTION OF OVER 1,600 DIFFERENT WHEELS

O.Z. **Alleggerita HLT** 16 17 18 | O.Z. **Hyper GT HLT** 17 18 19 20 | O.Z. **Hyper XT HLT** 22 | O.Z. **Ultraleggera HLT** 19 20 | O.Z. **Rally Racing** 17 18 19 | Advanti DST **Storm S1** 15 16 | Advanti DST **Storm S1** 15 16

Sparco **Assetto Gara** 14 15 16 17 18 | Sparco **Podio** 17 18 19 | Sparco **Podio** 17 18 | Sparco **Pro Corsa** 17 18 | Sparco **Terra** 15 16 17 18 | Sparco **Terra** 15 16 17 | Verde **Saga** 17 18 20

Enkei Perf. **Phantom** 18 19 20 | Enkei Perf. **SS05** 17 18 20 | Enkei Perf. **Vulcan** 17 18 19 | Enkei Tuning **Raijin** 18 | Enkei Tuning **TFR** 17 18 19

See Them on Your Vehicle!

Enter your vehicle at tirerack.com to experience one-click access to everything that fits it.

ASA **GT14** 17 18 19 | Bremmer Kraft **BR16** 17 18 19 | FLOW ONE **F1** 18 19 20 | FLOW ONE **F1** 18 19 20 | FLOW ONE **F3** 18 19 20

What About TPMS?

We can assist you in selecting wheels that are compatible with your vehicle's sensors. We also offer an extra set of sensors for all TPMS systems, so your tire and wheel package can arrive with sensors already installed.

BRAKES

SUSPENSION

BLOG YouTube **888-372-8473** M-F 8am-8pm EST SAT 9am-4pm EST

OFFICIAL TIRE & WHEEL SUPPLIER OF MOTOR TREND

CHEAP WHEELS FOR NEW GRAD$

THE CARS, SUVS, AND TRUCKS WE LOVE FOR LESS THAN $25,000

Words Zach Gale

Note: Prices and incentives are subject to change but were correct at press time.

Congratulations, graduate (or parents thereof)! Now for the hard part: adulting. That means finding a full-time job—we know, you're trying—and eventually replacing the hand-me-down clunker that helped you move out of more dorms and apartments than you'd care to remember with something that hints at "gainfully employed."

Wading into the new car market can be overwhelming. But with *Motor Trend* on your side, it doesn't have to be. When a new car with a full warranty is part of your plans, know that there are lots of decent new rides that are fun to drive, with MSRPs of about $25,000 or less.

Your career may take twists and turns in the years ahead, so your new car should be something that's dependably satisfying on life's back roads. A short-sighted choice could lock you into a car you'll dread driving years before you've made the final payment. Our top choices are cars we wouldn't deem disposable. Although perhaps not for forever, these vehicles will at least serve you until you get the fat promotion and access to your own parking space at the office.

You won't find any "one at this price" doorbuster base models among the *MT*-recommended cars here—although models at the end of their cycle often have hefty incentives that allow you to haggle for more features. Whether you're seeking driving exhilaration or want to do the environment a solid by driving a hybrid, here are our picks.

Hot Hatch Fun: Hyundai Veloster R-Spec

If the Honda Civic Type R's nearly $36,000 starting price is out of reach, head to Hyundai for fun on a budget. A 201-hp 2019 Veloster R-Spec with a six-speed manual delivers just as much personality and swagger as the Acura Integra GS-R and Toyota Celica GT-S did in their day. For **$23,785**, the R-Spec also includes 18-inch wheels, an 8.0-inch screen with Apple CarPlay and Android Auto, center-mounted exhaust outlets, and an asymmetrical exterior design you'll never confuse with another car.

THE LOUDER, SMALLER ALTERNATIVE The easy-to-park Fiat 500 Abarth (**$21,740**) is full of character and snorty performance.

Max MPGs: Toyota Prius

If you put aside your aversion to the Toyota Prius' angry insect exterior styling, you'll see a practical hatch full of inner beauty. The current-gen Prius drives better than any of its predecessors, and in base-model One form, at **$24,395**, the hybrid includes LED headlights, automatic emergency braking, hands-free keyless access, and an impressive EPA-rated 54/50 mpg city/highway. The new Honda Insight is quicker than the Prius, yet the sedan is still well-equipped in EX form at **$24,995**. See it on page 88.

BUT I GOTTA HAVE APPLE CARPLAY/ ANDROID AUTO Grab a leftover 2018 Ford Fusion Hybrid SE with the tech package for a better-looking hybrid and 43/41 mpg. With huge incentives from its **$27,730** MSRP, it's more affordable than you think.

SPACEY EFFICIENCY The Toyota Prius' interior still looks futuristic.

ASYMMETRY The Hyundai Veloster has one door on the driver's side and two on the passenger's side.

Other ways to spend 25 grand ... Pay off a chunk of your student loans ...

LALALA, I CAN'T HEAR YOU Not interested in listening to practical car advice? Consider the Jeep Wrangler JK 2-Door.

Throw in engaging styling and a five-year cost of ownership that's as good as or better than anything in its class, and you've got a great package, with the 2018 Civic EX starting at **$22,235**. The 2018 model lacks a stereo volume knob—its steering wheel controls do that job.

DEALS, DEALS, DEALS The Chevrolet Cruze Premier surprised us with a second-place finish in our last compact sedan comparison. Forget the 2018 model's **$24,395** starting price. Thousands in incentives and a refreshed 2019 model make this a hidden steal.

Arrested Adolescence: Jeep Wrangler JK 2-Door

To anyone (ahem, a parent) who says a Wrangler JK would be an imprudent long-term choice for a new grad, well, you might be right. But if you couldn't care less about poor safety ratings or how your automotive priorities might shift in a few years, don't miss the capable and inimitable Wrangler. The redesigned 2018 version of the Wrangler is out of financial reach here, but the last-gen model (now known as JK) is still available and could be perfect for the carefree new grad too busy enjoying drop-top 4x4 fun to strike a blow for personal independence. Ammo for the discussion with Mom and Dad: The **$25,440** Wrangler JK has an eye-poppingly good IntelliChoice five-year retained value.

A DIFFERENT TYPE OF CONVERTIBLE The 2018 Mazda MX-5 Miata has just enough power to be fun, making the **$26,190** ragtop a great companion whether you're driving to the market or down your favorite winding road.

Great All-Arounder: Honda Civic EX or EX-T Sedan

The Civic isn't just the best-selling compact car. It's also the best car in its class. This Big Test–winning sedan is spacious, relatively quick with both mainstream engines, and rewarding to drive. (A hatch and coupe are also available.)

Crossing Over: Subaru Crosstrek

We called the Crosstrek a "solid, honest little car" in the latest comparison test it won, and it's true. The Crosstrek is capable off-road, has a surprisingly plush ride, and boasts one of the lowest five-year cost-of-ownership figures among all AWD and 4WD vehicles. Although options can drag your transaction price beyond $30,000, the 2018 Crosstrek starts at **$22,710** (add $1,000 for the CVT). Maximize the ground-clearance effect of the car's dark cladding with a light exterior color.

WORTH A LOOK If all-wheel drive isn't a must-have, consider the boldly styled front-drive-only Nissan Kicks. It's surprisingly good for a subcompact crossover, and a **$20,665** Kicks SV gets you active safety tech, hands-free keyless access with push-button start, and CarPlay and Android Auto on a 7.0-inch touchscreen. (See page 84 for more.)

... Hire a rock band popular in the '90s for your birthday party ... Buy a late 2000s-era Mercedes-Benz S63 AMG ...

HATCH OR CUV? Whatever you call the Subaru Crosstrek, it's a capable and well-executed AWD option.

Premium Pretender: Volkswagen Jetta SE

In white or red, the 2019 Jetta SE's paint pops against the black of the panoramic roof. Inside, dark beige leatherette pleasingly contrasts those exterior colors. Starting at **$23,005**, the SE trim comes with the familiar, taut Germanic driving performance and includes LED headlights and automatic emergency braking. No, the 147-hp turbo-four won't burn rubber, but Volkswagen's six-year/72,000-mile basic warranty provides industry-leading coverage. If you have a little room to stretch your budget, the SEL trim adds an Audi-derived digital instrument cluster, a bigger touchscreen, and 10-color ambient lighting.

BASIC LUXURY Can a **$25,010** Toyota really feel premium-ish? Yes. A loaded 2019 Corolla hatchback isn't spacious, but it does have some soft-touch interior surfaces where you might not expect them, attractive styling with flashy 18-inch wheels, a full suite of active safety tech, and LED headlights with slick accent lighting.

... Buy a $15,000 certified preowned car (and save the remaining $10,000 for maintenance and repairs) ...

WORK IT If you're not interested in a used full-size truck, try the Chevrolet Colorado Work Truck.

Small Package, Great Packaging: Honda Fit EX

Yeah, you could go for a crossover like the Hyundai Kona or Mazda CX-3, but consider the city-friendly Honda Fit hatchback that boasts more overall cargo space—for less money. That's right, the 161.4-inch-long hatch offers a mountain bike–swallowing 52.7 cubic feet of cargo space with the rear seats folded down. Need to carry friends? There's more rear-seat legroom than in many midsize sedans—accessed from wide-opening doors. The **$19,055** 2019 Fit EX (add $800 for a CVT) isn't quick, but it does have a compliant suspension and less engine noise compared to the 2015–2017 models. Add in the EX trim's Apple CarPlay and Android Auto compatibility and effective emergency auto-braking safety tech, and you've got one of the best subcompacts around.

BOXY AND GOOD Want some fun? The playful compact Kia Soul Exclaim is powered by a zippy 201-hp 1.6-liter turbo-four and sneaks under our price barrier at **$23,795** for a 2018 model.

Haul It: Chevrolet Colorado Work Truck

Need a basic truck and don't want someone's banged-up used pickup? The Chevrolet Colorado is a two-time *Motor Trend* Truck of the Year winner and is ready to serve. In this price range, look to the Work Truck variant in extended-cab, long-box form. Even for a 2018 model with rear drive and a 200-hp four-cylinder at **$25,835** before incentives, you still get a 7.0-inch touchscreen with Apple CarPlay and Android Auto compatibility, remote keyless entry, and a 3,500-pound towing capacity.

WHAT IF I WANT FOUR DOORS? As with the Colorado, if you don't mind a base model, Nissan's Methuselah Frontier is eager to deliver. After taking advantage of available incentives, you should be able to cadge a 2018 Crew Cab Frontier for well below the automatic-transmission model's **$26,575** price (subtract $1,050 for the manual). If you want V-6 power and don't mind a smaller interior, try a six-cylinder, base-model King Cab.

YES, IT'LL FIT With ample room for people and things, the inexpensive Honda Fit (below) is so much bigger than you might expect.

... Invest in smart mutual funds and save for the down payment on your first house ... Buy that vintage Rolex ...

I'm Driving a New Car! Kia Rio

Inexpensive subcompact cars rarely earn recognition as a Car of the Year finalist, yet the Rio did just that. For a cheap car, the Rio is surprisingly fun to drive. Start with the 2018 model's **$16,995** midlevel S trim for Bluetooth. If you can swing the payments on the **$19,295** EX trim for a car you might be OK driving for five years, you'll get Apple CarPlay and Android Auto, rear disc brakes, automatic emergency braking, and 15-inch alloys (add $300 for the four-door hatch).

IDENTITY CRISIS The Mazda-derived Toyota Yaris sedan—known as Yaris iA and Scion iA in earlier iterations—is cheap (**$18,670** to start) and mildly entertaining.

CARPOOL READY The Honda Accord isn't as flashy or as cheap as some competitors, but the midsize sedan is very good.

Midsize Stretch: Honda Accord LX

Most decently equipped midsize sedans quickly zoom past our price ceiling, but if you can go without Apple CarPlay or Android Auto compatibility, consider the Honda Accord LX. For a **$24,465** listed price on a 2018 model, you get a refined driving experience with efficiency, active safety technology, an impressively low five-year cost of ownership, and an astounding amount of rear-seat room and trunk space.

FOR BETTER LOOKS OR MORE FEATURES As with the Accord LX, the **$24,520** 2018 Mazda6 Sport with active safety tech lacks hands-free keyless access—but the Mazda is fun to drive and looks good. Then there's the Nissan Altima. Because the 2019 model is redesigned, dealers will be willing to go below the outgoing 2018 SR Special Edition's **$26,115** price. Starting with the efficient four-cylinder powertrain, modern instrument cluster, and smooth-performing CVT, that trim adds dark 18-inch wheels, leatherette seats, Apple CarPlay and Android Auto compatibility, and heated front seats. ■

I just need some wheels, man

There's more to buying a new car than just the purchase price. They cost money to own. But if your dollars are scarce and you're prepared to stick it out for a few years potentially without basics like a rearview camera or power windows or door locks, here are a few cars with a low IntelliChoice five-year cost of ownership. Removing vehicles that we've already listed above (Rio, Fit, Wrangler JK), here are IntelliChoice's cheapest-to-own chart-toppers. They may lack panache or—in some cases—a rewarding driving experience, but these cars win if you just need bare-bones A-to-B transport. IntelliChoice's estimates take into account everything from financing and depreciation to the cost of fuel, state fees, and maintenance costs.

2018 model year		Base price	Five-year cost of ownership
Chevrolet Spark LS (Manual)	Hatchback	$13,050	$24,904
Nissan Versa S (Manual)	Sedan	$12,110	$25,425
Mitsubishi Mirage G4 ES (Manual)	Sedan	$14,395	$25,538
Mitsubishi Mirage ES (Manual)	Hatchback	$13,395	$25,696
Chevrolet Spark LS (Auto)	Hatchback	$14,150	$25,722
Hyundai Accent SE (Manual)	Sedan	$14,995	$26,123
Mitsubishi Mirage G4 ES (Auto)	Sedan	$15,595	$26,342
Toyota Yaris L (Manual)	2-Door Hatchback	$15,635	$26,397
Mitsubishi Mirage ES (Auto)	Hatchback	$14,595	$26,441
Chevrolet Spark 1LT (Manual)	Hatchback	$14,875	$26,459
Ford Fiesta S	Sedan	$14,205	$26,835
Hyundai Accent SE (Auto)	Sedan	$15,995	$26,933
Toyota Yaris L (Auto) 2-Door	Hatchback	$16,385	$26,960
Ford Fiesta S	Hatchback	$14,505	$27,146

Spend one night at the Beverly Wilshire Hotel's penthouse suite ... Provide clean water to a village in Africa.

KICKING TAIL AND TAKING SALES

Words Scott Evans
Photographs William Walker

It used to be that buying the base model of a budget-minded car meant you couldn't even get power windows or door locks. But things are getting better for the value shopper as customers expect more from their vehicles and new technology trickles down from premium models. The new Nissan Kicks takes this idea a big step forward—starting at less than 20 grand.

The standard features read like a list of things you normally wish you could get as options. Automatic emergency braking and forward collision alert. Automatic headlights. Three USB ports (some pricier competitors don't offer that many on any trim level). A tilting and telescoping steering wheel. Automatic up/down front windows. Keyless entry and a push-button starter. A 7.0-inch touchscreen infotainment system with Bluetooth phone and streaming audio. All for as little as $18,965.

If you can scrape together a few more pennies, though, it's worth springing for the midgrade SV model. It picks up Apple CarPlay, Android Auto, satellite radio, automatic climate control, blind-spot monitoring, rear cross-traffic monitoring, a cargo cover, remote engine start, and alloy wheels for $20,665.

Unless you really want LED headlights and a 360-degree camera, you can skip the $21,265 SR trim—it's mostly cosmetic, save for some software that's supposed to make it handle a little better.

If you're going to splurge on the already-strong SV trim, then beg, borrow, or steal the extra $1,000 and get the loaded SR with the Premium package. It adds faux-leather seats with heaters up front, a security system, and a phenomenal Bose Personal Plus eight-speaker audio system.

You're lucky if you can even get a "premium" stereo upgrade in a car that maxes out at $22,265 before accessories, and it usually just takes you from "it plays music" to "this sounds decent." The Bose stereo in this Kicks—no joke—sounds better than the base stereo in the $180,000 Bentley Bentayga. Play an uncompressed audio file off your phone, marvel at the clarity of the instruments and the breadth of the soundstage, then remind yourself this is a $22,000 car.

Balancing features and price required tough decisions on the part of Nissan product planners. Things like a subwoofer, rear parking sensors, an auto-dimming rearview mirror, and ambient interior lighting are all accessories rather than rolled into a trim level or package. Your phone is your navigation option.

For those Snow Belters fooled by the SUV-like appearance, think again—the Kicks shares a platform with the front-drive-only Versa and Versa Note, so all-wheel drive is not available. That's OK—you can take the money you'd have spent on AWD and get a set of good winter tires.

NISSAN STAKES A CLAIM AS THE BEST-VALUE MINI CROSSOVER

PERSONALIZED PALETTE On top of several two-tone paint schemes, Nissan's Color Studio lets you add a bunch of colorful trim pieces to the exterior, interior, and even the wheels.

A 1.6-liter I-4 with a continuously variable transmission is your only engine choice, and despite offering an underwhelming 125 hp and 115 lb-ft on paper, it's much better than it sounds thanks to a curb weight of just 2,643 pounds (roughly from 200 to 500 pounds less than primary competitors). Our tested 0–60 time might sound slow at 9.7 seconds, but it's in line with the Honda HR-V and Subaru Crosstrek and well ahead of the Toyota C-HR.

Unlike its class rivals, however, the Kicks always feels like it's giving its best effort. There's a sense of urgency in the engine that's completely absent from the gutless C-HR, and it doesn't struggle with hills at freeway speeds like the underpowered HR-V does.

New programming for Nissan's long-derided continuously variable transmission finally rids it of its rubber-band feel. When you really get into the gas pedal, it automatically begins simulating shifts. On top of that, it facilitates best-in-class EPA fuel economy in all scenarios, at 31/36/33 mpg city/highway/combined.

Paired with the eager-to-please drivetrain is a variable steering rack that doesn't feel variable—giving you linear and predictable steering response in corners with a nice weight at hand. In the country, the surprisingly flat body control makes it fun to hustle. The tires have more grip than you'd expect, though they do get loud on a concrete freeway. The brake pedal has a similar linear, predictable feel. In the city, the super-tight U-turn radius is handy.

It's great that Nissan offers blind-spot monitors and a 360-degree camera, but the Kicks' big windows make them almost redundant. Up front, the cabin feels big and airy. There's tons of leg- and headroom, though the space around the driver's knee is cramped. The rear seat is more cramped, especially for the long-legged. In the fight for rear legroom versus cargo area, the stash space won—it is surprisingly large and still fits a space-saver spare tire. Another compromise: The second row doesn't fold flat.

The rest of the interior is what you'd expect for a sub-$23,000 car. It's all plastic, unless you get an SR with its faux-leather wrap on the dash. The design is mostly inoffensive, but the door panels are black slabs with a single trim piece to liven them up. Enjoy the headroom, but don't look up at the mouse-fur headliner and retro '90s map light console.

The pitch from Nissan is that the Kicks is stylish and hip (even though it is mellower than the wild Juke it replaces). Like other entrants to the segment, Nissan believes millennials will love it. But here's the straight talk: The Kicks is a hell of a deal. It's surprisingly well equipped with features you actually want, not to mention killer fuel economy. It is a stellar starter car. ■

2018 Nissan Kicks	
BASE PRICE	$18,965-$21,265
VEHICLE LAYOUT	Front-engine, FWD, 5-pass, 4-door SUV
ENGINE	1.6L/125-hp/115-lb-ft DOHC 16-valve I-4
TRANSMISSION	Cont variable auto
CURB WEIGHT	2,643 lb
WHEELBASE	103.1 in
LENGTH X WIDTH X HEIGHT	169.1 x 69.3 x 62.1 in
0-60 MPH	9.7 sec
EPA CITY/HWY/COMB FUEL ECON	31/36/33 mpg
ENERGY CONSUMPTION, CITY/HWY	109/94 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.59 lb/mile
ON SALE IN U.S.	Currently

KNEED ROOM
No matter where you sit in the Nissan Kicks, one or both knees are going to feel cramped.

Words Alisa Priddle

Lexus Explores its Wild Side

Should Ferrari make an SUV? Should *Motor Trend* sell puppies? Should Lexus pitch the latest ES as a performance sedan?

Lexus thinks so on the last point, so it's added an F Sport version to jazz up what has been lightly chided as a somnolent luxury cruiser since its 1989 debut. Pumping up the Executive Sedan known more for luxury and comfort is chapter three of the brand's initiative to make Lexus seem more dynamic.

We headed to Nashville to drive the longer, lower, and wider redesigned car. Styling is bolder, following the look of the LC and LS, with a wider stance, low hoodline, and long shoulder line.

The ES 350 and F Sport have a 302-hp, 267-lb-ft 3.5-liter V-6 with direct and port injection. An eight-speed automatic transmission replaces the dated six-speed. Fuel efficiency is expected to be 22/33/26 mpg city/highway/combined.

SHHH Sound-absorbing material covers 93 percent of the floor plan to ensure the ES remains quiet.

ES 300h

The ES 300h hybrid has the same fourth-gen system as the Camry but with a different gear ratio. It runs with the familiar 2.5-liter four-cylinder engine on the Atkinson cycle, electric motors, shorter transaxle, and CVT, generating 215 hp and 44 combined mpg. The nickel–metal hydride battery moves from the trunk to under the back seat. Acceleration feels as smooth as expected with the electric assist, and a three-layer inner dash silencer squelches any whine. Braking is smoother than the Camry's; Auto Glide Control provides smoother deceleration and less braking angst.

The ES moves to the global GA-K front-drive platform, modified for rigidity. (There are no plans for AWD.) It has the industry's first swing-valve shock absorber. Hit a big bump, and the bigger piston does its job. As for littler bumps, a mini shock inside the shock carries a second piston to sop up those ripples. The Ultra Luxury package adds a performance damper, while F Sport buyers can opt for the Adaptive Variable Suspension from the LC coupe.

Do the F Sport changes make the ES sportier? That trim also adds a black mesh grille, 19-inch wheels, the LS' steering wheel, the LC's seat design, a standard spoiler, red stitching, and Sport S, Sport S+, and Custom drive modes. A driver-centric cockpit has LED lighting with aluminum trim showing wavelets evocative of the *hadori* sword-making process. The ride is not as stiff and unforgiving as past F Sports. Maybe the marriage of ES comfort and F Sport finds a sweet spot.

The electric power steering is responsive without being heavy or flighty, and the ES has the full Lexus Safety System+ 2.0 package standard.

Much effort went into the eerily quiet cabin—engineers actually had to allow some sound to permeate to prevent carsickness. The ES is the first Lexus to offer Apple CarPlay—still no Android Auto—and Amazon Alexa accepts voice commands.

It goes on sale in September. Pricing will start at about $39,000 for the ES 350 and $42,000 for the ES 300h hybrid.

Facing tough competition from the Mercedes-Benz C-Class, Audi A4, BMW 3 Series, and Acura TLX, Lexus is convinced its foray into sporty will pay dividends. Unfortunately, *Motor Trend* still has no plans to sell puppies. ■

SPECS 2019 Lexus ES 350; ES 300h: Base Price $39,000-$42,000 (est) **Vehicle Layout** Front-engine, FWD, 5-pass, 4-door sedan **Engine** 3.5L/302-hp/267-lb-ft DOHC 24-valve V-6; 2.5L/176-hp/163-lb-ft Atkinson-cycle DOHC 16-valve I-4 plus 118-hp/149-lb-ft electric motors, 215 hp comb **Transmission** 8-speed automatic; cont variable auto **Curb Weight** 3,650-3,700 lb (mfr) **Wheelbase** 113.0 in **L x W x H** 195.9 x 73.4 x 56.9 in **0-60 MPH** 6.6-8.1 sec (mfr est) **EPA City/Hwy/Comb Fuel Econ** 22-44/31-45/26-44 mpg (est) **Energy Consumption, City/Hwy** 77-153/75-109 kW-hrs/100 miles (est) **CO2 Emissions, Comb** 0.44-0.77 lb/mile (est) **On Sale in U.S.** September 2018

WITH **MOTOR TREND CERTIFIED,** YOU CAN'T BUY THE WRONG CAR.

Buying a car should always feel right and your pre-owned vehicle is only as good as the certification program it's backed by. With a 72-hour exchange policy, a best value guarantee and value-added benefits - you will get the right vehicle at the right price, guaranteed.

INSPECTED	**UPGRADED**	**GUARANTEED**
By a certified MOTOR TREND technician	Comprehensive warranty, paintless dent repair and key fob replacement	72-hour exchange policy and best value guarantee

Find your Nearest dealer:
MOTORTRENDCERTIFIED**.COM**/FIND

*Warranty for mechanical repair coverage

THIRD TRY'S A CHARM

DRIVING HONDA'S LATEST PRIUS FIGHTER

Words Kim Reynolds

Strapping into the original 2000 Honda Insight, I was never more certain about anything: This will be a hit.

The radically aluminum, slippery teardrop of a two-seater looked like an eye-catching cross between a Chiclet and a space pod dropped from Venus. In the end, a few engineering professors bought them—but there's only so many of those—and then it quietly disappeared.

In 2009, I picked the second-gen Insight over the recently redesigned third-generation Toyota Prius in a battle of four-door, five-seat hybrids. Call it temporary insanity, but I was too enthusiastic about the Insight's cheapskate cost of ownership during the frightening downdraft of the Great Recession and not nearly disturbed enough by its otherwise dreariness. In the end, a few car-hating accountants bought them—you know the rest.

SPACE CASE To maximize room, the Honda Insight's 12-volt battery is in a cavity under the shifter.

Should I be as optimistic for Honda's third attempt at dethroning the Prius? Perhaps. Honda has packed the 2019 Insight with the first edition's caliber of technology and the second generation's compelling value proposition.

For starters, it recycles the blueprints from the latest Accord Hybrid and Clarity Plug-In Hybrid—but simply shrinks everything to about 75 percent scale. The gas engine is a 107-hp 1.5-liter four-cylinder (Atkinson cycle, naturally) with its crankshaft offset to decrease rubbing friction. Most of the time, it spins a generator to energize a 129-hp traction motor. But during highway cruising it might instead find itself simply clutched to the drive wheels via a solitary gear ratio to produce maximum efficiency. If the traffic gets feisty, pressing the accelerator pedal past a subtle (admonishing) resistance point soars the engine revs to make maximum juice and acceleration.

The other driving modes are the usual trio of suspects: Eco, Normal, and Sport. Each is software-tailored for its own accelerator alertness and enthusiasm for climate controlling. There's also an EV mode for slinking through the neighborhood when you get home a bit too late.

With 151 system hp, this feels like a fairly brisk car, and Honda's probably right when it says the Insight will walk away from a Prius. Yet it'll do that while being nearly as efficient, too; its LX and EX versions (wearing 215/55R16 tires) return a triumphant 55/49/52 mpg city/highway/combined. Here's the eye-opener: Corrected to contemporary EPA methodology, that first-generation two-seat teardrop Insight was a single combined mpg better than this loaded-with-features (and modern crash-safety tech) five-passenger sedan.

Indeed, the list of sophisticated standard items is a roll call of greatest hits: adaptive cruise control (down to 0 mph), lane centering, auto high-beams, a multiangle rearview camera, traffic sign recognition, collision-mitigation braking, and heated side mirrors. The EX and Touring versions get Apple CarPlay and Android Auto, SiriusXM satellite radio, SMS text messaging, and plenty more.

The cabin's repertoire of customizable augmented acoustics includes always-on sound cancellation of road rumble; more

DASH REDO The Honda Insight's dash is redesigned from the Civic sedan and includes the push-button-style shifter we've seen in the Honda Clarity.

impressive is the artificial smoothing of any anomalous change in the 1.5-liter's volume as its rpm changes. In Sport mode, there's even an additional texture—a subtle snarl layered onto what's, when naked, simply a thin, raspy exhaust.

The car that surrounds the spiffy powertrain is a mostly reskinned Civic. It has a big back seat and a 15.1-cubic-foot trunk. To maximize those cubic feet, Honda situated the hybrid system's lithium-ion battery under the rear seat and shrank the gas tank to 10.6 gallons (offset by stingy fuel consumption). In a nifty bit of packaging, the 12-volt battery is in the cabin, residing under the shifter.

On the road, the 2019 Insight seems more solid and drives more fluidly than the tenth-generation Civic platform it's based on. Its ride is better isolated via hydraulic front suspension bushings (which are even cooled by little under-floor air scoops), and the front lower L-arms are redesigned for less longitudinal stiffness (hence more relaxed bump compliance) but stiffer laterally for crisper steering feel.

The steering itself is variable ratio, having exorcized the common demons of nonlinearity while providing quicker responses near lock for zippy parking. Carving through winding back roads, steering turn-in is sweetened by a lighter aluminum hood and the subtle antics of the inside front wheel's brake pads, which can lightly scuff their disc to amplify yaw. Stopping a hybrid often means pedal feel that's as predictable as stepping into a bouncy house, but this one has kudos-worthy linearity, backed by three-setting, easy-reach finger-tap regen paddles behind the steering wheel.

At $23,725 for the LX, $24,995 for the EX, and $28,985 for the Touring, the third time's the charm, right? Not so fast.

Despite all this good stuff, Honda is pushing a boulder uphill by introducing a sedan when other carmakers are axing theirs to chase SUV sales. Moreover, it's risking cannibalizing its two existing world-class sedans—the Civic and Accord—by threading a complicating needle between them.

The first- and second-generation Insights failed due to overspecialization; this one risks having learned that lesson too well. It's a Swiss army knife of a car: great at so many things that its audience has left the elevator by the time Honda has finished its pitch. That would be a shame. After 18 years, it's a story lots of people would enjoy. ■

2019 Honda Insight

BASE PRICE	$23,725-$28,985
VEHICLE LAYOUT	Front-engine, FWD, 5-pass, 4-door sedan
ENGINE	1.5L/107-hp/99-lb-ft Atkinson cycle DOHC 16-valve I-4 plus 129-hp/197-lb-ft electric motor, 151 hp comb
TRANSMISSION	Cont variable auto
CURB WEIGHT	3,000-3,100 lb (mfr)
WHEELBASE	106.3 in
LENGTH X WIDTH X HEIGHT	183.6 x 71.6 x 55.6 in
0-60 MPH	8.5 sec (*MT* est)
EPA CITY/HWY/COMB FUEL ECON	51-55/45-49/ 48-52 mpg
ENERGY CONSUMPTION, CITY/HWY	61-66/69-75 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.37-0.40 lb/mile
ON SALE IN U.S.	Currently

RELOCATION Honda maximized the space in the Insight's nice-sized trunk by relocating the hybrid system's battery.

HARBOR FREIGHT
QUALITY TOOLS AT RIDICULOUSLY LOW PRICES
900 Stores Nationwide • HarborFreight.com
SUPER COUPON
FREE
WITH ANY PURCHASE
PITTSBURGH
4-IN-1 SCREWDRIVER
• Soft-Grip Handle
• Stores Bits
• 2 Slotted
• 2 Phillips Head
LIFETIME WARRANTY
COMPARE TO HDX $3.97
ITEM 61988
98899/69470 shown
19030143
Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 11/27/18 while supplies last. Limit 1 FREE GIFT per customer per day.
SUPER COUPON
20% OFF
ANY SINGLE ITEM
19029353
PITTSBURGH
SUPER COUPON
RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK
• 3-1/2 pumps lifts most vehicles
• Lifts from 3-1/2" to 14-1/8"
• Weighs 34 lbs.
Customer Rating
NOW $59.99
$79.99
SAVE $65
COMPARE TO K TOOL $125.68
ITEM 68053/62160
62496/62516/60569 shown
19037721
LIMIT 5 - Coupon valid through 11/27/18*
PREDATOR
SUPER COUPON
2000 WATT SUPER QUIET INVERTER GENERATOR
Customer Rating
NOW $449.99
$499.99
COMPARE TO HONDA $999
SAVE $549
ITEM 62523
19042637
LIMIT 4 - Coupon valid through 11/27/18*
HARDY
SUPER COUPON
POWDER-FREE NITRILE GLOVES PACK OF 100
12¢ PER PAIR
• 5 mil thickness
Customer Rating
NOW $5.99
SAVE 40%
$7.99
COMPARE TO VENOM $9.99
ITEM 61363, 68497, 61360, 61359, 64417, 64418, 68498, 68496 shown
19048427
LIMIT 5 - Coupon valid through 11/27/18*
PITTSBURGH
SUPER COUPON
1 TON CAPACITY FOLDABLE SHOP CRANE
• Boom extends from 36-1/4" to 50-1/4"
• Crane height adjusts from 82" to 94"
Customer Rating
NOW $99.99
$179.99
COMPARE TO IRONTON $199.99
SAVE $100
ITEM 69512/61858/69445 shown
19049032
LIMIT 5 - Coupon valid through 11/27/18*
U.S. GENERAL
SUPER COUPON
30", 4 DRAWER TECH CART
Customer Rating
• 12,600 cu. in. of storage
• 580 lb. capacity
• Heavy duty gas struts hold lid open at 90 degrees
NEW
NOW $99.99
$149.99
Side tray sold separately.
COMPARE TO SNAP-ON $799.95
SAVE $699
ITEM 64096
19050925
LIMIT 4 - Coupon valid through 11/27/18*
HaulMaster
SUPER COUPON
4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS
Customer Rating
• 400 lb. working load
NOW $6.99
$11.99
COMPARE TO ATE TOOLS $54.88
SAVE 87%
ITEM 63057/63056/63094
60405/90984/63150/61524 shown
19057293
LIMIT 5 - Coupon valid through 11/27/18*
CHICAGO ELECTRIC WELDING
SUPER COUPON
125 AMP FLUX-CORE WELDER
Customer Rating
EVERYTHING YOU NEED TO WELD
NOW $99.99
$109.99
SAVE $50
COMPARE TO IRONTON $149.99
ITEM 63583/63582 shown
19068965
LIMIT 5 - Coupon valid through 11/27/18*
SUPER COUPON
Customer Rating
7 FT. 4" x 9 FT. 6" ALL PURPOSE/WEATHER RESISTANT TARP
SAVE 70%
COMPARE TO BLUE HAWK $9.98
$4.99
NOW $2.99
ITEM 69249/69115/69137/69129/69121/877 shown
19072352
LIMIT 7 - Coupon valid through 11/27/18*
HaulMaster
SUPER COUPON
Customer Rating
STEP STOOL/ WORKING PLATFORM
NOW $19.99
$29.99
• 350 lb. capacity
ITEM 62515
66911 shown
SAVE 61%
COMPARE TO GPL $51.45
19089728
LIMIT 7 - Coupon valid through 11/27/18*
CEN-TECH
SUPER COUPON
PROFESSIONAL OBD II SCAN TOOL WITH ABS
Customer Rating
NOW $99.99
SAVE $40
$139.99
ITEM 60794
19090359
LIMIT 4 - Coupon valid through 11/27/18*
CENTRAL PNEUMATIC
SUPER COUPON
20 OZ. GRAVITY FEED SPRAY GUN
Customer Rating
• 1.4mm tip included
NOW $9.99
$15.99
COMPARE TO KOBALT $49.98
SAVE 80%
ITEM 67181/62300/47016 shown
19107427
LIMIT 5 - Coupon valid through 11/27/18*
PITTSBURGH
SUPER COUPON
18 PIECE SAE AND METRIC T-HANDLE BALL END HEX KEY SET
Customer Rating
NOW $12.99
LIFETIME WARRANTY
$17.99
COMPARE TO HUSKY $32.10
SAVE 59%
ITEM 63167/63166
96645 shown
19107976
LIMIT 6 - Coupon valid through 11/27/18*
PITTSBURGH
SUPER COUPON
Customer Rating
1000 LB. CAPACITY MOTORCYCLE LIFT
• Diamond plate steel platform and ramp
• Lift range: 7" to 29-1/2"
NOW $299.99
$399.99
COMPARE TO DIRECT-LIFT $799.99
SAVE $500
ITEM 69904
68892 shown
19110593
LIMIT 3 - Coupon valid through 11/27/18*
SUPER COUPON
HEAVY DUTY FOLDABLE ALUMINUM SPORTS CHAIR
Customer Rating
NOW $19.99
$29.99
COMPARE TO COLEMAN $49.99
SAVE 60%
ITEM 62314/63066
66383 shown
19112439
LIMIT 7 - Coupon valid through 11/27/18*
PITTSBURGH
SUPER COUPON
VEHICLE POSITIONING DOLLY
• 1250 lb. capacity
SAVE $120
Customer Rating
COMPARE TO GOJACK $190.75
$89.99
NOW $69.99
ITEM 62234/61917 shown
19112829
LIMIT 4 - Coupon valid through 11/27/18*
PITTSBURGH
SUPER COUPON
Customer Rating
MECHANIC'S ROLLER SEAT WITH DRAWERS
NOW $49.99
$62.99
• 350 lb. capacity
Tools sold separately.
SAVE 44%
COMPARE TO PERFORMANCE TOOL $89.99
ITEM 64548/63762 shown
19122614
LIMIT 4 - Coupon valid through 11/27/18*
SUPER COUPON
Customer Rating
4 PIECE ANTI-FATIGUE FOAM MAT SET
• Each pad measures 25" x 25"
NOW $6.99
$8.99
SAVE 65%
ITEM 61607/62389
94635 shown
COMPARE TO NORSK $19.99
19126748
LIMIT 8 - Coupon valid through 11/27/18*
Lynxx
SUPER COUPON
40 VOLT LITHIUM CORDLESS BRUSHLESS BLOWER
Customer Rating
$139.99
ITEM 64481/63284 shown
COMPARE TO DEWALT $199
SAVE $79
NOW $119.99
19127329
LIMIT 5 - Coupon valid through 11/27/18*

PORTLAND SUPER COUPON
1750 PSI ELECTRIC PRESSURE WASHER
• 1.3 GPM
• Adjustable spray nozzle
Customer Rating
NOW $79.99
$99.99
SAVE $94
COMPARE TO BRIGGS & STRATTON $174.44 MODEL: 20600
ITEM 63255/63254 shown
19129027
LIMIT 4 - Coupon valid through 11/27/18*
U.S. GENERAL SUPER COUPON
Customer Rating
44" x 22" DOUBLE BANK EXTRA DEEP CABINET
NEW
NOW $449.99
$479.99
SAVE $2,155
ITEM 64443/64441/64442 64446/64444/64445/64281 64134/64133 shown
COMPARE TO SNAP-ON $2,605 MODEL: KRA4813FPBO
19132347
LIMIT 3 - Coupon valid through 11/27/18*
WARRIOR SUPER COUPON
Customer Rating
29 PIECE TITANIUM DRILL BIT SET
NOW $9.99
$17.99
COMPARE TO DEWALT $64.99 MODEL: DW1369
ITEM 62281/61637 shown
SAVE 84%
19141640
LIMIT 7 - Coupon valid through 11/27/18*
BADLAND ZXR Battle Tested SUPER COUPON
12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE
Customer Rating
• Weighs 86.4 lbs.
• 21" L x 10-1/8" H
NEW
SAVE $400
$309.99
NOW $299.99
COMPARE TO WARN $699.99 MODEL: 96820
ITEM 64046/64045/63770 shown
19141812
LIMIT 3 - Coupon valid through 11/27/18*
drillmaster SUPER COUPON
18 VOLT, 3/8" CORDLESS DRILL/DRIVER WITH KEYLESS CHUCK
Includes one 18V NiCd battery and charger.
Customer Rating
NOW $16.99
SAVE 71%
$19.99
COMPARE TO BLACK & DECKER $59.99 MODEL: GC1801
ITEM 69651/62868 62873/68239 shown
19150114
LIMIT 7 - Coupon valid through 11/27/18*
luminar OUTDOOR SUPER COUPON
24 FT., 18 BULB, 12 SOCKET OUTDOOR STRING LIGHTS
Customer Rating
NOW $19.99
$26.99
COMPARE TO PORTFOLIO $54.98 MODEL: SLC12BK
SAVE 63%
ITEM 64486 63483 shown
19159975
LIMIT 5 - Coupon valid through 11/27/18*
CENTRAL PNEUMATIC SUPER COUPON
21 GALLON, 2.5 HP, 125 PSI VERTICAL OIL-LUBE AIR COMPRESSOR
• Air delivery:
5.8 CFM @ 40 PSI
4.7 CFM @ 90 PSI
Customer Rating
NOW $149.99
$169.99
COMPARE TO HUSKY $229 MODEL: C201H
SAVE $79
ITEM 69091/61454 62803/63635/67847 shown
19165413
LIMIT 3 - Coupon valid through 11/27/18*
drillmaster SUPER COUPON
Customer Rating
1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)
NOW $8.99
$14.99
ITEM 62340/62546 63104/96289 shown
SAVE 67%
COMPARE TO BLACK & DECKER $28.06 MODEL: HG1300
19169400
LIMIT 7 - Coupon valid through 11/27/18*
CENTRAL PNEUMATIC SUPER COUPON
HIGH SPEED METAL SAW
• Zip through sheet metal as thick as 16 gauge
• Cuts rods, pipes and bars with speed and efficiency
COMPARE TO IRONTON $59.99 MODEL: 48251
SAVE 78%
$17.99
NOW $12.99
ITEM 60568/62541/91753 shown
19171743
LIMIT 5 - Coupon valid through 11/27/18*
CENTRAL MACHINERY SUPER COUPON
12 TON SHOP PRESS
• Pair of arbor plates included
Customer Rating
SAVE $90
NOW $99.99
COMPARE TO STRONGWAY $189.99 MODEL: 46270
$129.99
ITEM 33497 60604 shown
19175142
LIMIT 3 - Coupon valid through 11/27/18*
EARTHQUAKE XT SUPER COUPON
Customer Rating
20 VOLT LITHIUM CORDLESS EXTREME TORQUE 1/2" IMPACT WRENCH KIT
NOW $239.99
$259.99
• 4.0 amp hour battery
COMPARE TO SNAP-ON $710.85 MODEL: CT8850PDB, CT8818S, CTC720
1200 FT. LBS. TORQUE BOLT BREAKAWAY
SAVE $470
ITEM 63852/64195/63537 shown
19188624
LIMIT 3 - Coupon valid through 11/27/18*
CEN-TECH SUPER COUPON
AUTOMATIC BATTERY FLOAT CHARGER
Customer Rating
NOW $4.99
$9.99
SAVE 50%
ITEM 64284/69955 69594/42292 shown
19188927
LIMIT 7 - Coupon valid through 11/27/18*
CENTRAL PNEUMATIC SUPER COUPON
40 LB. CAPACITY FLOOR BLAST CABINET
Customer Rating
NOW $139.99
$179.99
COMPARE TO SHOP TUFF $249.99 MODEL: 47187
SAVE $110
ITEM 62144/68893 shown
19189248
LIMIT 5 - Coupon valid through 11/27/18*
drillmaster SUPER COUPON
Customer Rating
4-1/2" ANGLE GRINDER
SAVE 65%
NOW $9.99
$14.99
COMPARE TO PERFORMAX $28.99 MODEL: 2411-1
ITEM 69645/60625 shown
19193686
LIMIT 8 - Coupon valid through 11/27/18*
PORTLAND SUPER COUPON
7 AMP ELECTRIC POLE SAW 9.5" BAR
6 ft. to 8 ft. 10"
Customer Rating
NOW $59.99
$79.99
COMPARE TO WORX $99.98 MODEL: WG309
SAVE $39
ITEM 68862/63190/62896 shown
19194125
LIMIT 3 - Coupon valid through 11/27/18*
luminar WORK SUPER COUPON
RECHARGEABLE 200 LUMENS LED WORK LIGHT WITH MAGNETIC BASE
Customer Rating
NOW $19.99
$24.99
SAVE 42%
COMPARE TO OEM $34.99 MODEL: 25981
ITEM 62529
19203657
LIMIT 6 - Coupon valid through 11/27/18*
Haul Master SUPER COUPON
Customer Rating
3/8" x 14 FT., GRADE 43 TOWING CHAIN
• 5400 lb. capacity
NOW $19.99
COMPARE TO MIBRO $64.99 MODEL: 426920
SAVE 69%
$39.99
ITEM 60658/97711 shown
19196961
LIMIT 7 - Coupon valid through 11/27/18*
PREDATOR SUPER COUPON
6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE
Customer Rating
NOW $99.99
$119.99
ITEM 60363/69730
ITEM 69727 shown CALIFORNIA ONLY
SAVE $230
COMPARE TO HONDA $329.99 MODEL: GX200UT2QX2
19198291
LIMIT 3 - Coupon valid through 11/27/18*
Apache Model 1800 SUPER COUPON
ULTRA-LIGHT, CRUSH PROOF WEATHER-RESISTANT LOCKABLE CASE
NEW
Customer Rating
NOW $9.99
• 9-3/16" L 7-1/2" W 4-1/2" H
$15.99
SAVE 71%
ITEM 64550/63518 shown
COMPARE TO PELICAN $34.89 MODEL: 1150
Case contents and locks not included.
19200252
LIMIT 9 - Coupon valid through 11/27/18*
VULCAN SUPER COUPON
COMMERCIAL QUALITY HEAVY DUTY WELDING STORAGE CABINET
Customer Rating
NOW $259.99
ITEM 63179
$319.99
COMPARE TO BLACKSTONE $458.63 MODEL: 805383
SAVE $198
Welders, gear, and supplies sold separately.
19207982
LIMIT 4 - Coupon valid through 11/27/18*
900 Stores Nationwide • HarborFreight.com
*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 11/27/18.
At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

GARAGE

Words *Motor Trend Editors*

The Honda CR-V is back with us after being crowned SUV of the Year. This time, however, we'll be driving the base model.

ARRIVAL 2018 Honda CR-V LX FWD Miguel Cortina

"The bare-bones edition means no CarPlay, no AWD, and no driver-assist features."

EPA CITY/HWY/COMB FUEL ECON 26/32/28 MPG BASE PRICE $25,125 PRICE AS TESTED $25,125

Being crowned *Motor Trend*'s 2018 SUV of the Year means that the fifth-generation Honda CR-V will be spending a year in our fleet. And we don't mean the 2017 CR-V Touring AWD that visual assets manager Brian Vance has been chaperoning for the past 11 months. "My" CR-V is different. Because we are already familiar with the entire tech package and the 1.5-liter turbo engine that come with the Touring model, we decided to go to the less expensive end of the spectrum with the basic LX model.

Why go cheap? Because most folks don't go full boat on a compact SUV, and we wanted to test the CR-V being pitched to a family on a modest budget. So what do you get with the LX? It's the only trim powered by the 2.4-liter inline-four engine, which produces 184 hp and 180 lb-ft of torque and is mated to a CVT. Ours is front-drive rather than all-wheel drive—but that's what most people in the Sun Belt choose anyway.

And it comes with a much shorter list of standard equipment. The LX has a 5.0-inch color LCD screen that displays the basic info you need. It's equipped with Bluetooth for calls and streaming audio, AM/FM radio, and a four-speaker audio system. We only get one 1.0-amp USB port in the whole cabin, though there are two 12-volt power outlets—one in the front and the other in the center console. There's no push-button start. However, back-seat passengers can enjoy the A/C coming out of the air vents located behind the center console.

From outside, it's easy to identify this model as an LX. The most apparent features are the black (rather than body-color) door handles, mirror caps, and roof spoiler. There are no chrome details on the doors, and it lacks foglights. It has one exhaust pipe.

Honda did step up with 17-inch alloy wheels, LED daytime running lights, and LED taillights. These standard features give the CR-V a polished look, even on the base trim. I also dig the capless fuel filler, electric parking brake, soft plastics found throughout the cabin, and the entire information display, including the digital speedometer.

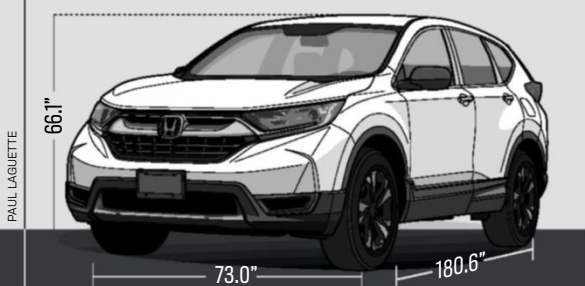
As you may recall, the 2.4-liter is a mild reworking of the same engine used in the previous-generation CR-V, which was crowned *Motor Trend*'s 2015 SUV of the Year. However, this is the first time we've tested the naturally aspirated engine in the fifth-generation CR-V, and we're sure we'll notice a difference with the new chassis.

When the redesigned CR-V won our 2018 SUV of the Year award, we praised its spacious cabin, rear fold-flat seats, storage space in the center console and in the doors, and the wide-opening rear doors. Speaking of cabin space, the LX has a little more volume for passengers than the rest of the CR-V

We like the standard LED daytime running lights and 17-inch alloy wheels on the LX.

RIDE ALONG FOR UPDATES ON OUR LONG-TERM FLEET

SPECS 2018 Honda CR-V LX FWD

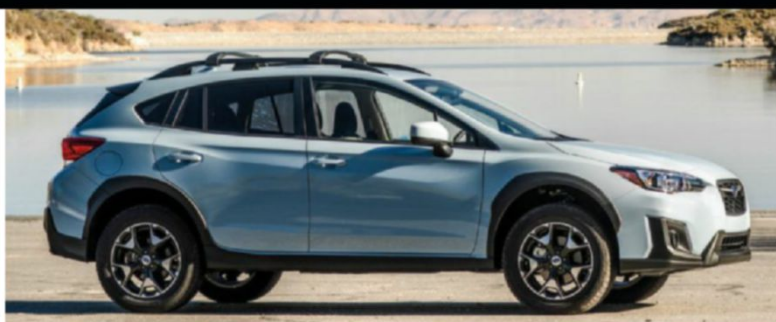
PAUL LAGUETTE

CO_2 emissions **0.68 lb/mile**	MT figure eight 27.7 sec @ 0.62 g (avg)
7.7 sec 0-60 mph / 16.0 sec @ 88.4 mph Quarter mile	118 ft Braking distance, 60-0 mph

Vehicle Layout Front-engine, FWD, 5-pass, 4-door SUV
Engine 2.4L/184-hp/180-lb-ft DOHC 16-valve I-4
Transmission Cont variable auto **Lateral Acceleration** 0.84 g (avg)
Curb Weight (F/R Dist) 3,290 lb (59/41%)
Energy Cons, City/Hwy 130/105 kW-hrs/100 miles

lineup: 105.9 cubic feet of passenger volume and 40.1 inches of front headroom. For comparison, the Touring model has 101.6 cubic feet of passenger volume and 37.8 inches of headroom. According to Honda, this slight difference is because of the lack of a sunroof on the LX. The rest of the interior measurements (legroom, shoulder room, hiproom, and cargo volume) are the same for all the models.

Given that Honda doesn't offer any factory options or packages on its trim levels, our LX is barebones, with a price of $25,125.

We've had the CR-V LX for close to a month, and it just crossed the 1,300-mile mark. We got the test results just as we went to print, so we'll have to wait for the next update to talk about how it performs.

Passenger volume in the CR-V LX increases a bit over other trims thanks to the lack of a sunroof.

2018 Subaru Crosstrek Michael Cantu

"The Crosstrek won't light tires on fire, but it has enough juice for everyday driving."

Service life / 3 mo/4,586 mi
Avg CO2 / 0.77 lb/mi
Energy cons / 135 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $23,510
As-tested / $26,899

AVG FUEL ECON 25.1 MPG

One of the most common complaints journalists make about the Crosstrek is its lazy acceleration, but is it really that bad? In the Crosstrek's segment, acceleration isn't high on the list of priorities and likely falls below several other factors. Regardless, it's always nice to have a peppy engine for those times you need to pass a vehicle, merge onto a highway, or pretend you're a race car driver. So how did the Crosstrek perform at the track?

Like every long-term vehicle we receive, we put the Subaru through our standard battery of tests. At the drag strip, the 152-hp, 145-lb-ft crossover hit 60 mph in 9.0 seconds. That's not a quick run, but it's faster than many of the Crosstrek's rivals, including the Nissan Rogue Sport AWD (9.8 seconds), Honda HR-V AWD (9.5 seconds), and Jeep Compass 4x4 (9.4 seconds); it tied the Jeep Renegade 4x4. It's a similar situation in the quarter mile: The Crosstrek's time of 16.9 seconds at 83.4 mph is quicker than the above vehicles with the exception of the Renegade's almost identical 16.8 seconds. This little raised hatchback is no missile, but its acceleration is on par with the rest of the segment.

Around town, the Subie is adequately powered. The responsive CVT makes good use of the engine's power, and the all-wheel-drive traction rarely leaves your tires searching for grip. On rare occasions, such as passing a vehicle going uphill or mistakenly switching lanes with a car rapidly approaching from behind, the Crosstrek can feel underpowered.

Our figure-eight handling course measures how well a vehicle accelerates, brakes, and corners. The Subaru's time of 27.3 seconds at an average of 0.62 g is good for the segment, topping all of the above competitors with the exception of the HR-V's identical average g. I'm not surprised. The times I pushed the raised hatchback through twisty canyon roads, it had little body roll and was very stable, making it fun to drive.

The Crosstrek also brakes well, stopping from 60 mph in a respectable 120 feet. That's shorter than the above competitors and the Toyota RAV4 but slightly longer than the Rogue's 117 feet.

Subaru's ubiquitous flat-four engine gets the job done.

Auto stop/start issues aside, the Jaguar F-Pace is still a fun-to-drive head turner.

2017 Jaguar F-Pace 35T R-Sport Ed Loh

"Auto stop/start? Driver Exit mode? Ghosts in the machine? Why is our F-Pace failing us?"

Service life / 9 mo/15,123 mi
Avg CO2 / 0.94 lb/mi
Energy cons / 160 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0 (oil change, inspection, air filter)
Normal-wear cost / $0
Base price / $57,295 **As-tested** / $64,343

AVERAGE FUEL ECON 20.7 MPG

Recently, our F-Pace's auto stop/start system started to completely ignore the second half of its mission; instead of shutting the engine off and starting it right back up again, the car would shut down—often at the most inopportune moments.

First, a primer for those who haven't experienced the joys of ignition-cutting systems. Auto stop/start systems shut the engine off when the vehicle is at a stop. The transmission does not need to be in park; all that is required is that the vehicle is at rest, the driver's foot is firmly on the brake, and conditions are right. What conditions? The system must be on, the battery must be fully charged, and the engine must be within normal operating temperatures. Furthermore, engine-driven accessories such as climate control must be running at little to no load. If the engine shuts off when the car is at rest with brakes applied, it should spring back to life when you release the brake pedal.

Except when it doesn't. On several occasions, our F-Pace would shut down per the normal auto stop/start procedure but fail to restart. In fact, the car would be completely off, with the instrument cluster dark, the transmission in Park (instead of Drive), and rotary transmission dial sunk into the center console. Only several, often frantic, presses of the ignition button would start the car back up.

Complicating the troubleshooting was Jaguar's Driver Exit mode. With the auto stop/start system engaged, when you bring your F-Pace to a stop and pop the driver's seat belt release, the vehicle shuts down. It took careful observation to determine that our restart issue was a separate issue, not just an unintended Driver Exit.

While on a run to Target, I managed to figure out the missing link: additional brake pedal pressure. At a stoplight, foot on the brake, the F-Pace's engine shut off as it should. I inadvertently put more pressure on the brake pedal and noticed the car went into complete shutdown mode. I fired the car up again and pulled to the curb to see if I could replicate the issue with additional brake pressure. I couldn't until I restarted the car and tried again.

Confident I could replicate the issue for our local Jaguar dealership technicians, a service appointment was arranged. Perfect timing, too—it was time for the F-Pace's first oil change. Next update: fresh oil and answers.

2017 Audi A4 2.0T Quattro Zach Gale

"Living with the A4 on a daily basis, I've also had to get used to lifting myself up out of the low-mounted driver's seat."

Service life / 8 mo/13,547
Avg CO2 / 0.78 lb/mi
Energy cons / 135 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0 (oil change, inspection)
Normal-wear cost / $0
Base price / $40, 350 **As-tested** / $52,325

AVG FUEL ECON 24.8 MPG

I like to take my hair with me when I leave a car, but headroom is sometimes in short supply when you're nearly 6-foot-5, as I am. That's why I'm pleased with the front headroom inside our long-term 2017 Audi A4 2.0T. I just fit inside, which means I don't need to drive with my head tilted to the side. No one buying a luxury-branded compact sport sedan should expect much in terms of interior space, but some vehicles in this expansive class get the job done better than others.

I've spent time in nearly every car the A4 competes with, and I still appreciate the Audi's well-rounded appeal. I'd rather have a Cadillac ATS or Jaguar XE on my favorite winding roads, but the back seats of those cars become useless for carrying people if I'm in the front seat. The A4 doesn't have that problem. In the Audi, the back seats are just good enough that my parents can fit after I apologize for the lack of space. In those other more fun-to-drive sedans, I'd probably park the car and instead take my parents' more spacious Hyundai Genesis sedan.

Of course, the 2017 A4 is no Camry or Accord, and there's a tall drivetrain hump that limits functionality for those few owners who might want to squeeze a passenger in the center rear seat. Having vents back there is appreciated, but I wish the backs of the front seats weren't hard. Soft seat backs would help a taller rear-seat passenger even more than the space Audi has carved out part of the seat backs to allow for a tad more kneeroom. At least rear passengers benefit from extra foot space under the front seats—space that, as a fun bonus, the car's customizable ambient lighting system illuminates.

Our A4 doesn't have a power-operated trunk, but pull the trunk lever, and the lid rises all the way up. You'll have to close the trunk yourself, but the A4 includes interior trunk pulls on the left and right sides. This is no sensible midsize sedan, but that's true about others in the A4's class, too. Considering that many competitors are just as small inside, the Audi's interior packaging gets a passing grade.

2018 Land Rover Range Rover Velar P380 SE R-Dynamic Mark Rechtin

The 380-horsepower V-6 delivers gobs of thrust to motivate Land Rover's 4,547-pound crossover.

"The original blush has not worn off. My pulse still quickens when I reach for the Velar's keys."

Service life / 1 mo/2,047 mi
Avg CO2 / 1.09 lb/mi
Energy cons / 187 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $70,595 **As tested** / $76,041

AVERAGE FUEL ECON 17.8 MPG

The performance of a $76,000 crossover should be impressive. And damn if Land Rover doesn't deliver.

Its 2,000 break-in miles complete, our long-term Range Rover Velar P380 SE R-Dynamic was set for its requisite flogging at the Fontana test track. We came back with some rather compelling numbers.

Here's the specs spew: 0–60 in 5.7 seconds. 0–100 in 14.9 seconds. The quarter mile in 14.2 seconds at 97.7 mph. A 26.2-second figure-eight time at 0.70 average g. And 60–0 braking in 124 feet. All that from a 4,547-pound crossover.

Granted, it's no Alfa Romeo Stelvio Quadrifoglio, but if you previously wanted these kinds of performance numbers from a luxe-packed Landie, you'd have to pony up for a Range Rover or RR Sport with a supercharged V-8—and then you're either tickling six figures or well into them. So, really, this Velar is a value proposition.

Road test editor Chris Walton found the supercharged V-6's thrust to deliver all the way to redline. Shifts come slowly but smoothly. Threshold braking instigates the expected and generous dive, attended by long pedal travel and some ABS buzz (though minimal vibration)—but also good directional stability and no sense of the rear getting too light.

Testing director Kim Reynolds found power delivery to be "solid and smooth," while handling was "rather tail-happy, immediately rotating on entry under braking and then very happy to hold it out under power." He describes this sensation as "fun and unexpected."

That said, Reynolds noted the Velar "needs to be driven rather smoothly. Its body motions are slow, so changing its mind takes time." Walton describes its handling as coming with "a load of body roll, but it doesn't wallow."

A couple complaints were made regarding some low-speed chassis boom, as well as the need for a very early upshift into third gear; wait too long, "and it gets hung up in the rev limiter, and that screws up everything," Reynolds noted.

In the name of science, we also tested a turbo-four version, which as you might expect was slower: a 7.7-second 0–60 and a 16.0-second quarter mile at 85.7 mph. It was also more ponderous around the figure eight. But it shaved 7 feet off its sibling's braking test—that's what saving 156 pounds in the nose gets you.

Quicker brakes in the turbo-four aside, we're still happy we got the P380 version and its irresistible surge of power.

It's no Alfa Romeo Stelvio Quadrifoglio, but the Velar is a relative value.

2017 BMW M2 Chris Walton

"The year flew by in our Wee Beastie BMW M2. We're sorry to see it go. We spent so little to have so much fun. Now, about those dampers?"

Well, that went fast, and the loss is palpable. Honestly, I miss this car. When it arrived, we said the 2017 M2 was "as good as it gets" among BMW's current offerings. (I now temper that statement with the recently remastered M5.) The M2 remains a Goldilocks "just-right" benchmark, not only for the high-performance coupe segment but also for BMW itself—and the company knows it. I spoke with a BMW product planner who admitted that in the past several years, the company had taken to heart reviews about poor steering, isolated driving dynamics, and a general failure to live up to the "Ultimate Driving Machine" motto. So the M Division took the well-received, now cult favorite 1M Coupe and used the Frankenstein's monster recipe—borrowing parts from extant M cars—to make its successor even better.

That's not to say the M2 is flawless. My routine: fire it up, toggle to Sport mode (opening the sonorous exhaust and awakening throttle response), and nudge the shifter, once for Drive and a second time for manual mode. We liked that it was possible to decouple Sport steering from Sport mode, keeping the driveline setting. Why? Sport steering muddies the feel with unnecessary heft. And although the M DCT (double-clutch transmission) is an enormous improvement over the old single-clutch, it still isn't to Porsche or Audi levels of sophistication in any drive mode.

I drove in full-manual all the time to better choose my up- and downshifts. It was more prudent than Sport Plus, smarter than Sport, and smoother than Comfort mode. Also, there's very little off-pedal creep, which can necessitate a quick dab of the throttle while covering the brake pedal to roll into a parking spot. Easing away from a stoplight was a hit-or-miss experience (which grew more problematic over time). Sometimes the engine would rev with the car stationary, then the clutch would grab suddenly, especially when cold. Near the end of the year, we also began to hear

Service life / 13 mo/20,674 mi
Base price / $53,495
Options / Twin-clutch auto transmission ($2,900); Executive pkg ($1,400: heated steering wheel, rear-view camera, rear parking sensors, auto high-beams, collision warning with pedestrian detection and auto braking, lane-departure warning, wireless charging, Wi-Fi hot spot)
Price as tested / $57,795
Avg econ/CO2 / 20.9 mpg / 0.93 lb/mi
Problem areas / None **Maintenance cost** / $0
Normal-wear cost / $10 (1 qt oil); $1,110 (4 new tires) **3-year residual value*** / $43,700 (76%) **Recalls** / None

REAL MPG CITY/HWY/COMB FUEL ECON
18.7/29.8/22.5 MPG

*IntelliChoice data; assumes 42,000 miles at the end of three years

The M2's simple and clever interior features intuitive controls and nothing extraneous. Keeping it simple is a theme for the M2.

The shifter for the M Dual Clutch Transmission (MDCT) is easy to operate, but there's no dedicated park button/position.

mild groans from the Active M Differential. Nothing more ensued, though, and spirited driving was unchanged. And although we grew accustomed to it, not having a park button/position and merely shutting the M2 off in gear felt weird. Also, it seemed unnecessary that a driver needs to press the start/stop button once to kill the engine, and a second time to shut the entire car off.

Every staffer who drove the M2 loved the 365-hp twin-scroll turbo-six engine. Because the fuel log tells a story, we could determine who loved it more than others. In the 20,674 miles driven, the worst tankful came at the right foot of "JN" at 16 mpg (guess we know which photographer has a leaden hoof). The best, thanks to Erick Ayapana's feather-toed road trip, was 30 mpg. The year-long average of 21 mpg (1 mpg shy of the EPA's combined fuel economy estimate) is impressive, as most drivers overrode the engine's auto stop/start function. At an average of $3.45 per gallon for premium, we spent $3,414 on fuel. The most expensive tank was just shy of $50, and the Zero Club award goes (again) to Erick, who added 13.066 gallons to the 13.7-gallon tank. Incidentally, fuel prices rose from $3.20 per gallon in April 2017 to $3.95 per gallon on its last tankful.

In the time we had the M2, we took it to the drag strip twice, had it serviced once, changed out one set of tires, and lapped the Streets of Willow Springs twice. The brakes never complained or faded, but we noticed that the M2 doesn't like the combination of hot-lapping in hot weather, making noticeably less power in the 95-degree heat. Although the suspension is an excellent match for a smooth racetrack, many drivers complained the M2 crashed over highway bumps and street seams, allowing an inordinate amount of road noise to penetrate the cabin. Several of our staff wished for multivalve or magnetorheological dampers. In our fifth update, we compared our M2 to the more sedate, less powerful M240i and found that the latter was just as quick at a significantly lower price.

Unlike a comparable Audi S5 or Mercedes-AMG C 43 (which offer prepaid scheduled maintenance, ranging from about $300 to $500 for the first year), the 2017 BMW M2 came with $0 routine maintenance for three years or 36,000 miles. For the year, we spent $10 for a single quart of oil (at 9,000 miles). Had Michelin not been so generous with a free set to test, we would've spent $1,110 on new Pilot Sport 4 S tires (at 11,500 miles). Our total outlay for the year was just $1,120 for normal wear ($4,534 including gas).

In terms of its projected retained value after three years, the 2017 M2 came in at an incredible 76 percent of its $57,795 as-tested price, according to our friends at IntelliChoice. Compare that to our 2015 BMW M3 (at 54 percent) and Jaguar duo 2014 F-Type S and R (both at 50 percent). The M2 is practically an investment.

For a modern turbocharged BMW M Division car to remind us of those long-gone yet beloved E36 and E46 M3s, the 2017 M2 has been a corporate, divisional, and emotional success. Like those legacy screamers, this M2 is a perfectly balanced, cohesive whole with the right size, right look, right power, right brakes, and right performance in a subtle yet assertive two-door coupe. With that in mind, we can't wait to get our hands on the 2019 BMW M2 Competition. ■

The M2 remains a Goldilocks "just-right" benchmark, not only for the high-performance coupe segment but also for BMW itself—and the company knows it.

2017 BMW M2

POWERTRAIN/CHASSIS	
DRIVETRAIN LAYOUT	Front-engine, RWD
ENGINE TYPE	Turbocharged I-6, alum block/head
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	181.8 cu in/2,979cc
COMPRESSION RATIO	10.2:1
POWER (SAE NET)	365 hp @ 6,500 rpm
TORQUE (SAE NET)	343 lb-ft @ 1,400 rpm*
REDLINE	7,000 rpm
WEIGHT TO POWER	9.6 lb/hp
TRANSMISSION	7-speed twin-clutch auto
AXLE/FINAL-DRIVE RATIO	3.46:1/2.32:1
SUSPENSION, FRONT; REAR	Struts, coil springs, anti-roll bar; multilink,coil springs, anti-roll bar
STEERING RATIO	15.0:1
TURNS LOCK-TO-LOCK	2.3
BRAKES, F; R	15.0-in vented, drilled, 2-pc disc; 14.5-in vented, drilled, 2-pc disc, ABS
WHEELS, F; R	9.0 x 19-in; 10.0 x 19-in forged aluminum
TIRES, F; R	245/35R19 93Y; 265/35R19 98Y Michelin Pilot Super Sport
DIMENSIONS	
WHEELBASE	106.0 in
TRACK, F/R	62.2/63.0 in
LENGTH X WIDTH X HEIGHT	176.2 x 73.0 x 55.5 in
TURNING CIRCLE	38.4 ft
CURB WEIGHT	3,506 lb
WEIGHT DIST, F/R	52/48%
SEATING CAPACITY	4
HEADROOM, F/R	40.1/36.5 in
LEGROOM, F/R	41.5/33.0 in
SHOULDER ROOM, F/R	54.4/53.4 in
CARGO VOLUME	13.8 cu ft
TEST DATA	
ACCELERATION TO MPH	
0-30	1.7 sec
0-40	2.5
0-50	3.3
0-60	4.2
0-70	5.5
0-80	7.1
0-90	8.9
0-100	11.1
0-100-0	15.2
PASSING, 45-65 MPH	2.0
QUARTER MILE	12.9 sec @ 107.1 mph
BRAKING, 60-0 MPH	106 ft
LATERAL ACCELERATION	0.99 g (avg)
MT FIGURE EIGHT	23.9 sec @ 0.83 g (avg)
1.6-MI ROAD COURSE LAP	84.78 sec
TOP-GEAR REVS @ 60 MPH	1,800 rpm
CONSUMER INFO	
BASE PRICE	$53,495
PRICE AS TESTED	$57,795
STABILITY/TRACTION CONTROL	Yes/Yes
AIRBAGS	6: Dual front, front side, f/r head
BASIC WARRANTY	4 yrs/50,000 miles
POWERTRAIN WARRANTY	4 yrs/50,000 miles
ROADSIDE ASSISTANCE	4 yrs/Unlimited miles
FUEL CAPACITY	13.7 gal
REAL MPG, CITY/HWY/COMB	18.7/29.8/22.5 mpg
EPA CITY/HWY/COMB ECON	20/26/22 mpg
ENERGY CONS, CITY/HWY	169/130 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.87 lb/mile
RECOMMENDED FUEL	Unleaded premium
EQUA REAL MPG	*369 lb-ft @ 1,450–4,750 rpm in overboost

Performance Marketplace To advertise in this section email marketplaceads@enthusiastnetwork.com

Angus MacKenzie

The Big Picture

EPRIX RACING FOR THE FUTURE

I started in this business as a freelance motorsport reporter, and over the years I've covered everything from club autocross to Formula 1. It's been a long time since I arrived at a motorsport venue not knowing quite what to expect. That made my trip to the 2018 Berlin ePrix for electric cars doubly intriguing.

Let's be clear: Formula E, barely through its fourth season, is not about to overtake Formula 1, IndyCar, Le Mans, or NASCAR any time soon. But automakers are taking it very seriously, pouring millions of dollars into the category. As one veteran motorsport insider noted in Berlin: "Every single driver in this series is paid to drive. Not even Formula 1 has that."

BMW was the title sponsor of the Berlin race; Audi, Jaguar, PSA, Renault, and Indian automaker Mahindra each backed a two-car team. The entry list included some familiar old-school racing names, too: Andretti and Penske.

Mercedes-AMG F1 boss Toto Wolff was in Berlin, as was Porsche ambassador and former Red Bull F1 driver Mark Webber. "We're just checking things out, mate," the laconic Webber said. Porsche has confirmed it will have a team competing in Formula E next year. Daimler will enter electric-powered Silver Arrows running under the Mercedes-EQ banner in 2020. Nissan is also joining the series.

The current crop of Formula E cars is powered by motors that develop 270 hp in qualifying mode and 240 hp in race mode, fed by 28-kW-hr lithium-ion batteries. The battery pack weighs 705 pounds, one reason the race cars weigh 1,940 pounds. But they'll still hit 60 mph in less than 3 seconds. Top speed is 140 mph, fast on the tight circuits where they race.

You can't hear them coming, but as the E-racers sweep past, they make a high-pitched turbine whine, with noticeable differences in pitch and timbre between some cars. The battery packs last about half the race distance, forcing drivers to come in and change cars. Although racing purists have struggled with the idea—forgetting that in the 1950s F1 drivers often swapped cars—it's the Formula E equivalent of a pit stop for fuel and tires, with all the variables that can throw into a race.

Another variable is fan boost. Fans can start voting for their favorite driver via social media channels six days before each race, with voting closing six minutes after the start. The top three vote-getting drivers are given extra power to use for a brief period during the race.

Some critics suggest a race car without a transmission can't be too challenging to drive. But Volkswagen Motorsport ambassador and former F1 driver Hans-Joachim Stuck points out Ayrton Senna, Michael Schumacher, and Lewis Hamilton—drivers with 14 F1 world championships between them—honed their otherworldly car control skills in single-speed sprint karts. With equal power, treaded tires that lack the absolute grip of slicks, and unyielding walls right at the track limits, Formula E cars reward talent.

With little noise and no emissions, Formula E has been able to bring racing to the people, right into the hearts of the cities where they live. Tracks this season have been in Hong Kong, Marrakesh, Santiago, Rome, and Paris. After Berlin, the Formula E circus headed to Zurich before crossing the Atlantic for the final two races of this year's championship in Brooklyn.

An all-new Formula E race car will hit the track in 2019. Dubbed Gen2 and featuring radically different aerodynamics, it will boast 335 hp in qualifying mode and 270 hp in race mode. The Gen2 cars will be faster, edgier to drive. What's more, they will have double the battery capacity and double the range, meaning drivers won't have to swap cars midrace.

"We want Formula E to be a visionary championship ... a kind of laboratory for motor racing," says Jean Todt, president of the FIA, auto racing's supreme sanctioning body. Formula E might be racing for tomorrow, but the launch of the Gen2 reveals an essential truth that's as old as the automobile itself: Racing improves the breed. ■

"We want Formula E to be a visionary championship ... a kind of laboratory for motor racing."

FUTURE SHOCK The Gen2 Formula E racer will make its debut next season. It features radical aerodynamics, a bigger battery, and a 335-hp electric motor.